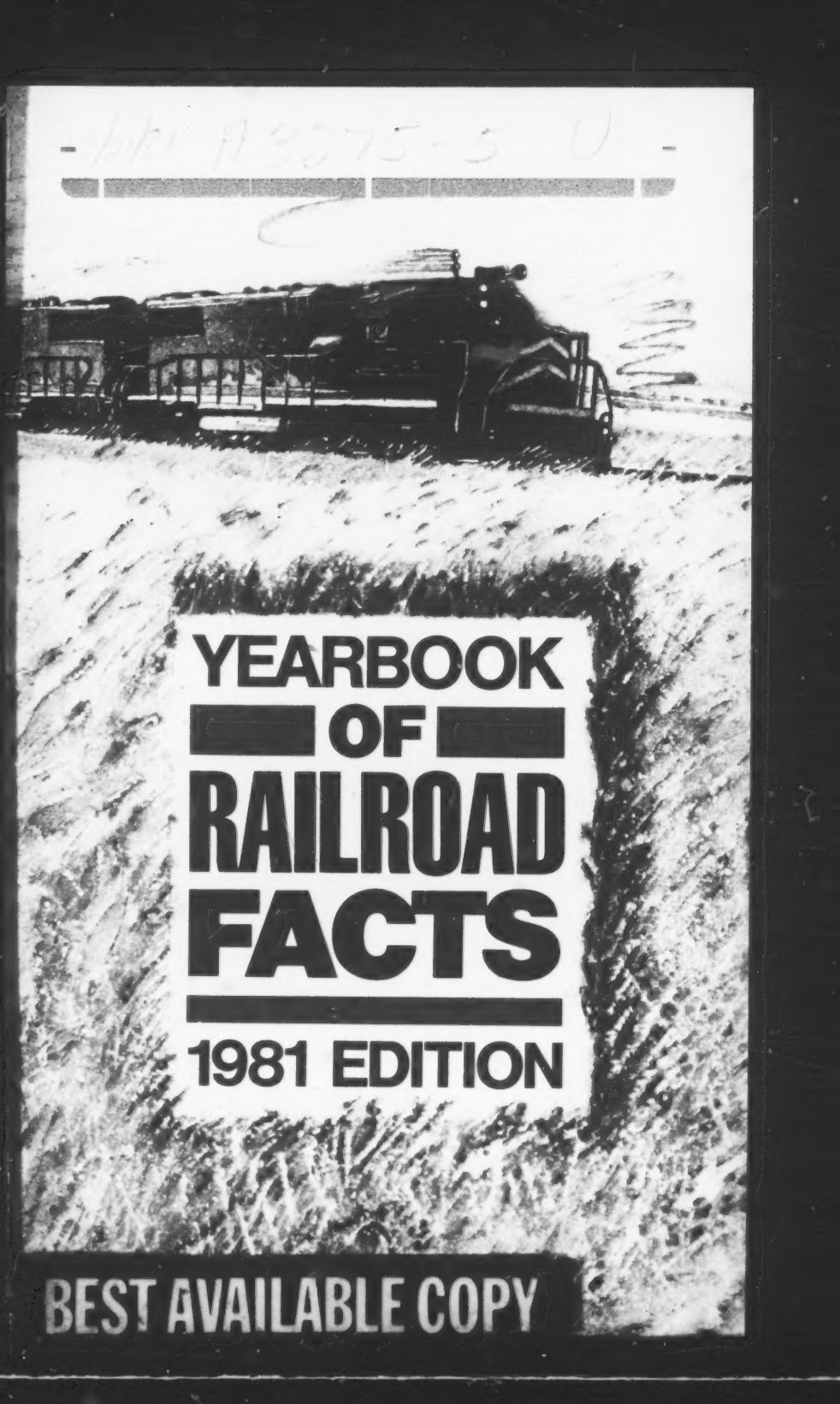

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Preface

The 1981 YEARBOOK OF RAILROAD FACTS presents a summary of railroad operations in 1980 and prior years for the United States as a whole and for the three regional districts to which railroads are assigned for statistical purposes.

Due to extensive revisions in the Interstate Commerce Commission's Uniform System of Accounts (U.S.O.A.) in 1978, not all data for the past three years are available on a basis comparable to prior years. Explanatory footnotes have been added to those tables significantly affected by revised accounting procedures.

Some of the financial data in 1980 is preliminary as the compilation of the 1980 annual reports (R-1) had not been completed at the time this edition went to press.

Except as noted, the figures represent Class I line-haul railroads excluding the National Railroad Passenger Corporation (Amtrak) and are based on the consist of Class I roads for each respective year.

Prior to January 1, 1956, Class I railroads consisted of those with annual operating revenues above $1,000,000. Effective January 1, 1956, railroads were reclassified so that Class I railroads were those having annual operating revenues of $3,000,000 or more. The base for Class I railroads was raised further to $5,000,000 effective January 1, 1965, to $10,000,000 effective January 1, 1976 and to $50,000,000 effective January 1, 1978.

Prior to 1978, these differences in classification have no significant effect on the comparability of the statistics from year to year. The more substantial changes in the Class I consist in 1978 eliminated 14 railroads. In 1977, these companies represented 1.3 percent of traffic, 1.4 percent of rail employees and 8.6 percent of net income of all Class I railroads. Also, where noted, data for the Chicago, Rock Island & Pacific Railroad are excluded for the years 1979 and 1980. These changes should be noted when comparing the three most recent years with earlier years.

Excluding Amtrak, there were 40 reporting Class I line-haul railroads in 1980, four of which were included in system reports. These 40 operating companies represent about 98 percent of total railroad traffic, operate 94 percent of rail mileage and account for 92 percent of the workers employed by all railroad companies.

Review and Outlook

"Deregulation lays the foundation for a new era of railroad growth and prosperity by granting railroads greater opportunity to respond to the disciplines and opportunities of the marketplace."

—William H. Dempsey
President, Association
of American Railroads

The year 1980 is already considered a landmark time in the long history of American railroads. In this year, many of the Federal economic regulations affecting railroads were eliminated or altered in order to obtain a more open market environment. Concurrently, the financial posture of the railroad industry continued to improve in 1980 largely due to substantial increases in coal and grain traffic, and capital investment reached record levels in spite of a heavy reliance on outside financing. Finally, in view of the relaxed regulatory climate, additional efficiencies emanating from sound business practices and railroad consolidations, and a revived entrepreneural spirit among management, the railroad industry faces an uncertain future with a positive and self-assuring spirit.

The Staggers Act

The Staggers Rail Act of 1980 (Public Law 96-448) was signed into law by President Carter on October 14, 1980. The new law, while short of total deregulation, nevertheless substantially eased the regulatory burden experienced by railroads since 1887. The most extensive changes provided by the Act are in provisions on ratemaking. While protection for shippers was retained, the Congress clearly intended that the railroads should be given substantially more freedom to compete in the marketplace. Thus, the majority of all railroad rates will be freed from regulatory review (the ICC will retain jurisdiction only where the railroads have "market dominance") and in the remaining instances, railroads will have more flexibility to price their services in accordance with free market interplay.

Other key provisions of the Act included the following:

(1) The ICC was to set explicit standards to determine revenue adequacy; this has already been achieved and the Commission has determined that railroads should earn a rate of return equal to their cost of capital;

(2) ICC service orders will be restricted to emergencies having regional or national significance;

(3) Abandonment standards are liberalized--proceedings will be speeded up with unprotested abandonments permitted 75 days after application. Protested, but uninvestigated abandonments, will be permitted 120 days after application. The final decision on protested and investigated applications must be made within 255 days of filing;

(4) A merger application of two Class I carriers may be expedited without changing current substantive standards. However, the ICC must consider whether the transaction would have an adverse effect on competition among rail carriers in the region. Standards for mergers not involving two Class I railroads are reduced;

(5) The standard for granting a permit for construction or operation of extensions or additions of railroad lines is eased;

(6) For three years following enactment, any "financially responsible person" (except Class I and II carriers) can acquire a rail line with a density of less than 3 million gross ton-miles per year (subject to certain conditions to be determined by the ICC).

While the Staggers Act represents a landmark development for the railroads, it does not address fully the issue of competitive equity and other modes continue to enjoy substantial public assistance.

Aside from the Staggers Act, Section 167 of the Internal Revenue Code was amended codifying the Retirement-Replacement-Betterment (RRB) method of depreciation of railroad track structure for tax purposes—a method employed by the railroad industry for over 75 years. Also, in 1980, the AAR presented the industry's views on such topics as coal slurry pipe lines, the "superfund" legislation to clean up toxic wastes and chemical spills, a number of energy bills, and railroad retirement legislation. Committees in both the House and Senate were involved with various bills promoting slurry pipe lines in 1980, but no legislation reached the floor of either body.

Finance

Although the railroad industry was adversely affected by the economic downturn in 1980, it coped better than might have been expected. Key areas important to the railroads were hard hit, especially in the automotive and housing industries. Loss of traffic in these industries was offset, to some extent,

by revenues derived from exceptionally heavy movements of coal and grain and from general rate increases totaling 14.8 percent. As a result, aggregate earnings of Class I railroads in 1980 were significantly higher than in any recent year. Operating revenues (page 12) rose to $28.3 billion, up 12 percent from 1979, slightly outpacing increases in expenses which increased 10 percent to $26.4 billion (page 15). Maintenance expenses (page 16) accounted for 43 percent of total operating expenses.

Net railway operating income (page 19) amounted to $1,337 million in 1980—the highest level since 1943 when it was $1,360 million. However, this comparison with the World War II year becomes less impressive when evaluated in the sobering light of the depressed value of the dollar. For example, when adjusted for inflation, the 1980 NROI of $1,337 million shrinks to $689 million in 1970 dollars and $345 million in 1943 dollars.

Rate of return on net investment (ROI) reached a 25-year high of 4.25 percent in 1980—(page 20)—still below a level of adequacy, but encouraging when compared with the lower returns of previous years.

Tables reflecting detailed financial results of Class I railroads in 1980 are presented on pages 10 - 24. Of particular interest is the chart on page 11 which shows that expenditures for diesel fuel equate to about 12 cents of every dollar the railroads earn. The average cost per gallon increased by 42 percent during 1980 (page 61) and rose to $1.04 in April 1981.

Rail capital investments continued at record levels in 1980. During the year, 1,780 new and rebuilt locomotives were installed by Class I railroads and 86,628 freight cars were placed in service by all railroads and private companies combined (page 53). As a result, capital equipment outlays of the Class I roads reached a new high of $2.3 billion in 1980. Another $1.3 billion was spent for roadway and structure improvements. Total capital expendiutres of $3.6 billion created a shortfall of $1.8 billion (excess of capital outlays over retained funds) and necessitated continued heavy borrowing at inflated interest rates which had reached 14 percent in April 1981 (page 21). While 1980 statistics are not yet available, the data on page 54 show that Class I railroads in 1979 laid 1,064,827 tons of new rail (highest since 1953) and installed 26.7 million new crossties.

Operations

Near record loadings of coal and grain pushed revenue ton-miles of Class I railroads to a new high of nearly 919 billion in 1980 (page 29). Ton-miles of *all* railroads rose to 932 billion (page 36), accounting for 37.3 percent of total intercity freight traffic, up from 35.7 percent of the total in 1979. However, overall carloadings of the Class I roads were down 5.4 percent from 1979; all but three of the 21 major commodity groups declined from the previous year, with motor vehicles and equipment showing the biggest loss, down 24 percent (page 26). Coal—the No. 1 commodity—was up 8.6 percent in carloadings and 10.3 percent in tons originated, with tonnage topping 500 million for the first time since 1948. Grain carloadings, which were up 10.1 percent over 1979, reached the highest level since 1973. In addition to the sharp decline in shipments of new automobiles and parts, nine other major commodities were off by more than nine percent. Piggyback traffic (page 27) suffered its first year-to-year decline since 1975, but remained second only to coal as a source of traffic.

The average number of employees in 1980 declined 5.0 percent from 1979, partially due to the liquidation of the Rock Island Railroad and partially due to lower traffic levels in the East. But while employment was down, total compensation rose 3.8 percent as average annual earnings per employee increased to $24,659, up 9.2 percent over the previous year (pages 57-59). Existing labor contracts were reopened for negotiation on April 1, 1981, and, at this writing, nationwide bargaining is continuing with 13 rail unions through the industry's bargaining arm, the National Railway Labor Conference.

The industry's utilization of capacity continued to show improvement in 1980, as shown by the following statistics:

Revenue Ton-Miles Per:	*1980*	*1979*	*1980/ 1979*
1. Average route miles operated in freight service (millions)	5.1	4.9	4.1%
2. Active Locomotive (millions)	49.6	46.2	7.4
3. Serviceable Freight Car (thousands)	689	671	2.7
4. Freight Car-Mile	34.6	33.0	4.8
5. Per Car Loaded	40,628	38,267	6.2

These improvements are attributable to increased efficiency and the introduction of innovative equipment and operating procedures. In 1980, the AAR's Research and Test Department continued its involvement in a number of projects designed to further improve rail efficiency.

Two large mergers were consummated in 1980 and applications currently pending before the ICC, if approved, will create two additional "mega-systems." In 1980, the Burlington Northern and Frisco merged to form a 27,300-mile system and the Chessie and Family Lines joined as a 26,600-mile system under control of the newly-created CSX Corporation. No less than six Class I railroads, with 1980 revenues totaling $4.4 billion, are included in the Chessie-Family Line consolidation. Currently, before the ICC are unification applications of: (1) the Southern and Norfolk & Western, and (2) the Union Pacific, Missouri Pacific, and Western Pacific.

Also in 1980, sizable segments of the bankrupt Milwaukee and Rock Island railroads were sold off to other railroads, to shipper groups, and to state agencies. In some instances, where states and local municipalities have acquired abandoned branch lines, new short line railroads have been created to operate the lines.

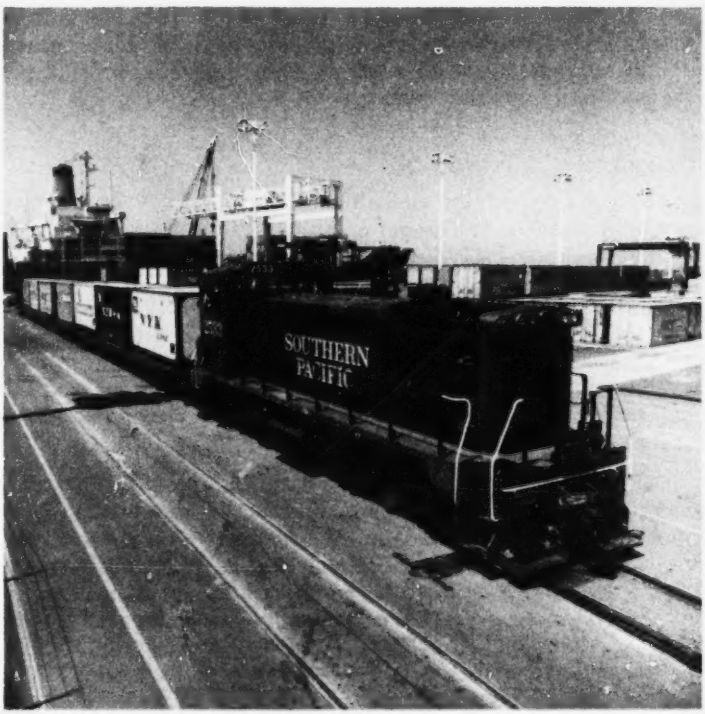
Outlook

As the railroad industry faces 1981 and beyond, there are both positive and negative signals that suggest cautious optimism. Early in 1981, railroad traffic fell behind the pace of 1980, primarily because of the ongoing United Mine Workers' strike which is threatening to close down many of the nation's coal mines over a prolonged period of time. Also, the railroad industry itself was involved in critical negotiations with 13 labor unions. Furthermore, railroads, as well as other industries, are operating in an economic climate best described as volatile.

But while uncertainties prevail, there is a growing evidence of resurgence in key industries, such as automotive and housing, that are important to the railroads. Furthermore, the traffic slump generated by the UMW strike is expected to be temporary, and the emergence of coal as a prime energy source will assure the railroads of heavy volumes of traffic. Another factor that promises to generate more freight traffic for the nation's railroads is the Administration's recent lifting of the Russian grain embargo.

In conclusion, the positive factors seem to outweigh the negative ones. The Staggers Act has paved the way for a more flexible regulatory environment. Market analysts are looking with favor on rail investments. A recent article in *Forbes* described rail stocks as "the locomotives that move the market ahead." As the most energy-efficient mode of freight transportation, the rail share of the intercity market can be expected to grow. New marketing concepts and improved technology are fostering productivity and efficiency gains. The ICC has adopted a new inflation index (based on the AAR index) that will enable the railroads to freely and quickly set quarterly freight-rate increases, without challenge. Recently-consummated mergers, those pending, and others down stream are expected to lead to more efficient routing of traffic.

The railroad industry has yet "to see the other side of the mountain," but the prospects of getting there are better than they have been for many years.



STATISTICAL HIGHLIGHTS

Class I Line-Haul Railroads

	1980	1979	Percent increase
PLANT AND EQUIPMENT:			
Net Investment	$31,760,000,000	$30,271,087,000	4.9%
Locomotives *	28,663	28,097	2.0
Freight Cars **	1,710,827	1,700,827	0.6
Capital expenditures	$3,621,256,000	$3,324,174,000	8.9
Locomotives added *	1,780	1,978	d 10.0
Freight cars added **	86,628	96,532	d 10.3
TRAFFIC:			
Revenue carloadings	22,598,048	23,891,735	d 5.4
Revenue ton-miles	918,621,000,000	913,619,000,000	0.5
Revenue per ton-mile	2.868¢	2.599¢	10.4
Miles hauled per ton	590.00	580.00	1.7
FINANCIAL RESULTS:			
Operating revenues	$28,254,439,000	$25,219,115,000	12.0
Operating expenses	26,352,219,000	23,994,154,000	9.8
Taxes:			
Current income taxes	309,754,000	144,481,000	114.4
Deferred taxes	282,991,000	211,336,000	33.9
Net railway operating income	1,337,266,000	837,232,000	59.7
Rate of return	4.25%	2.87%	—
Net Income (ordinary)	1,130,800,000	938,254,000	20.5
Cash dividends	553,573,000	562,684,000	d 1.6
Net working capital	927,700,000	555,000,000	67.2
EMPLOYMENT AND WAGES:			
Average number of employees *	480,410	502,802	d 4.5
Total wage compensation	$11,318,453,000	$10,903,887,000	3.8
Average hourly wages	10.21	9.22	10.7
Average yearly wages	24,659	22,585	9.2
OPERATIONS:			
Cars per freight train	68.4	67.2	1.8
Tons per carload	67.1	64.1	4.7
Net ton-miles per train-hour	39,867	35,967	10.8
Car-miles per car-day	60.2	60.0	0.3
Net ton-miles per car-day	1,914	1,871	2.3

NOTE: SOME OF THE DATA FOR 1980 SHOWN ABOVE AND ELSEWHERE IN THIS PUBLICATION SHOULD BE CONSIDERED AS "PRELIMINARY" BECAUSE THE ANNUAL REPORT (R-1) SUMMARIES HAD NOT BEEN COMPLETED AT TIME OF PUBLICATION OF THIS EDITION. ALSO, SOME OF THE 1979 AND 1980 DATA EXCLUDE THE ROCK ISLAND RAILROAD.

d—Decrease

* Includes Amtrak.

** Freight car data are for all railroads and private car companies.

CONDENSED INCOME ACCOUNT

Class I Line-Haul Railroads
(Dollar amounts in millions)

	1970	1978	1979	1980*p*
Total Operating Revenues	$11,992	$21,721	$25,219	$28,254
Freight[1]	11,106	20,236	23,447	26,350
Passenger	420	356	382	451
All Other Revenues	466	1,130	1,390	1,454
Total Operating Expenses[2]	11,478	21,043	23,994	26,352
Net Operating Revenue	514	678	1,225	1,902
Other Income	480	945[3]	1,172[3]	1,235[3]
Miscellaneous Deductions	122	185	179	241
Interest Charges and Amortization of Discount	557	802	861	1,039
Income Taxes on Ordinary Income[2]	88	183	199	310
Provision for Deferred Taxes	—	93	211	283
Unusual or Infrequent Items	—	54	8	133
Income Before Extraordinary Items	227	307	938	1,131
Net Railway Operating Income[4]	486	427	837	1,337
Rate of Return	1.73%	1.52%	2.87%	4.25%

p—Preliminary

Note: Amtrak and Auto-Train are excluded in all years; the Rock Island Railroad is excluded in 1979 and 1980.

[1] Includes mail and express revenues.

[2] State Income Taxes (not available separately) are included in Operating Expenses in 1970 and in Income Taxes on Ordinary Income in 1978-79-80.

[3] Includes Equity in Undistributed Earnings of Affiliated Companies.

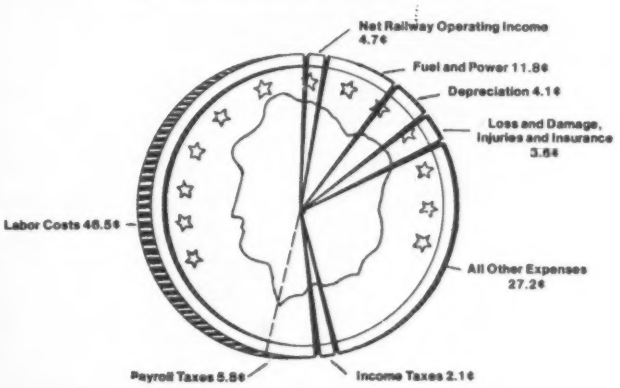
[4] NROI = Net Operating Revenues, minus Income Taxes on Ordinary Income, minus Provision for Deferred Taxes, minus Income from Lease of Road and Equipment, plus Rent for Leased Road and Equipment.

DISTRIBUTION OF OPERATING REVENUES

(Dollar amounts in millions)

	1980 Est.	1979	Increase or (Decrease)
Total operating revenues	$28,254	$25,219	$3,035
Wages charged to expenses[1]	10,752	10,203	549
Health and welfare and pensions	731	757	(26)
Payroll taxes	1,648	1,625	23
Total labor costs[1]	13,131	12,585	546
Income taxes on ordinary income[2]	310	144	166
Provision for deferred taxes	283	211	72
Fuel and power-locomotives	3,337	2,402	935
Loss and damage, injuries and insurance	1,000	917	83
Depreciation	1,160	1,020	140
All other expenses[3]	7,696	7,103	593
Total expenses and taxes	26,917	24,382	2,535
Net railway operating income	1,337	837	500

THE REVENUE DOLLAR — 1980



1 Does not include wages charged to investment accounts. Total wages, health and welfare benefits, pensions and payroll taxes applicable to 1980 amounted to 48.5 cents of each revenue dollar.

2 Includes state income taxes.

3 Includes other materials and supplies and miscellaneous, equipment and joint facility rents, current taxes (other than payroll taxes and income taxes) and retirement charges and rent for/income from leased roads and equipment.

OPERATING REVENUES

Railroad operating revenues amounted to $28.3 billion in 1980, an all-time high and 12.0 percent over 1979. Revenues increased in all districts.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 6,279,521	$3,119,554	$ 767,325	$2,392,642
1939	3,995,004	1,968,177	512,031	1,514,796
1944	9,436,790	4,083,142	1,332,947	4,020,701
1947	8,684,918	3,956,029	1,181,901	3,546,988
1951	10,390,611	4,628,367	1,455,358	4,306,885
1955	10,106,330	4,398,352	1,417,645	4,290,333
1966	10,654,666	4,211,027	1,612,804	4,830,835
1967	10,366,041	4,083,959	1,623,199	4,658,883
1968	10,854,678	4,242,730	1,716,265	4,895,684
1969	11,450,325	4,366,467	1,880,771	5,203,087
1970	11,991,658	4,541,396	2,002,676	5,447,585
1971	12,689,017	4,650,272	2,157,256	5,881,488
1972	13,409,815	4,783,210	2,301,406	6,325,199
1973	14,770,082	5,185,766	2,513,125	7,071,191
1974	16,922,841	5,982,178	2,880,417	8,060,246
1975	16,401,860	5,805,094	2,730,737	7,866,029
1976	18,536,482	6,407,629	3,149,469	8,979,384
1977	20,090,482	6,656,068	3,516,337	9,918,077
1978	21,721,332	6,852,314	3,768,548	11,100,470
1979*	25,219,115	8,170,282	4,355,723	12,693,110
1980*	**28,254,439**	**8,502,683**	**5,082,911**	**14,668,845**

* Excludes Rock Island's operating revenues.

FREIGHT REVENUE

Freight revenue of the Class I railroads totaled $26.4 billion in 1980, also a new high, and 12.4 percent over the previous year.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 4,825,622	$2,348,321	$ 600,109	$1,877,192
1939	3,251,096	1,574,359	425,824	1,250,913
1944	6,998,615	3,034,705	957,161	3,006,748
1947	7,041,185	3,149,664	965,138	2,926,383
1951	8,634,101	3,758,896	1,224,544	3,650,661
1955	8,538,286	3,616,086	1,212,785	3,709,415
1966	9,280,613	3,524,555	1,441,503	4,314,554
1967	9,130,233	3,451,354	1,474,874	4,204,006
1968	9,749,788	3,646,182	1,583,929	4,519,678
1969	10,346,258	3,772,552	1,747,951	4,825,754
1970	10,921,813	3,953,977	1,880,425	5,087,411
1971	11,786,064	4,130,826	2,064,289	5,590,949
1972	12,570,326	4,290,009	2,221,505	6,058,812
1973	13,770,734	4,609,193	2,408,721	6,752,820
1974	15,766,710	5,306,205	2,758,811	7,701,694
1975	15,389,809	5,169,425	2,635,094	7,585,290
1976	17,400,241	5.690,566	3,040,297	8,669,378
1977	18,892,437	5,916,302	3,394,700	9,581,435
1978	20,236,065	5,911,157	3,620,379	10,704,529
1979*	23,447,418	7,016,717	4,182,294	12,248,407
1980*	**26,349,722**	**7,296,944**	**4,889,383**	**14,163,395**

* Excludes Rock Island's freight revenues.

PASSENGER REVENUE*

Total passenger revenues, including Amtrak, amounted to $8ᴖ7 million in 1980, a 27-year high and up 14.8 percent from 1979.

Passenger revenue shown in the condensed income account on page 10 excludes revenues of Amtrak and Auto-Train.

(Amounts shown in thousands)

	Total passenger revenue	Com-mutation	Other coaches	Parlor and sleeping cars
1929	$ 873,564	$ 76,212	n.a.	n.a.
1939	416,903	40,815	$ 200,460	$175,294
1944	1,790,305	56,972	1,077,722	655,576
1947	963,322	67,432	559,553	335,999
1951	900,310	83,143	482,845	334,126
1955	742,945	101,394	427,631	213,471
1966	543,632	139,672	322,955	80,760
1967	485,369	143,801	281,665	59,757
1968	444,334	153,100	245,221	45,754
1969	438,667	161,576	235,211	41,612
1970	420,452	172,301	215,518	32,621
1971	380,323	175,637	180,365	24,079
1972	406,292	177,256	206,845	23,204
1973	442,023	180,449	235,696	26,712
1974	538,009	199,672	300,847	38,614
1975	536,140	206,060	299,021	32,387
1976	591,884	223,533	327,291	40,830
1977	608,991	229,996	346,666	32,270
1978	607,888	240,196	343,248	24,444
1979	702,783	257,464	416,307	28,500
1980	**806,585**	**297,112**	**478,996**	**30,478**

* Includes Amtrak beginning in 1971 and Auto-Train for years 1972-1977. The Rock Island is excluded in 1979 and 1980.

Note: Revenues for the separate categories shown will not add to the total, which is from a different source.

OPERATING EXPENSES

Operating expenses increased sharply to a new high of $26.4 billion, up 9.8 percent from the previous year. Expenses were up 1.6 percent in the East, 14.9 percent in the South, and 13.8 percent in the West.

Data for all years have been revised to include rents and taxes other than income taxes as required under the revised U.S.O.A., effective January 1, 1978.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 5,109,118	$2,537,893	$ 640,622	$ 1,930,604
1939	3,511,310	1,699,409	447,383	1,364,519
1944	7,179,655	3,328,005	946,934	2,904,715
1947	7,725,423	3,636,516	1,053,793	3,035,115
1951	8,991,365	4,108,769	1,209,358	3,673,238
1955	8,621,255	3,834,247	1,154,786	3,632,224
1966	9,480,285	3,832,676	1,412,518	4,235,092
1967	9,679,650	3,944,251	1,454,109	4,281,290
1968	10,170,123	4,139,275	1,548,246	4,482,603
1969	10,747,308	4,298,199	1,663,960	4,785,148
1970	11,477,549	4,669,632	1,776,898	5,031,017
1971	11,947,362	4,718,152	1,908,543	5,320,665
1972	12,528,414	4,765,888	2,024,531	5,737,997
1973	13,844,765	5,137,677	2,230,377	6,476,711
1974	15,782,658	5,833,096	2,562,599	7,386,963
1975	15,935,542	6,019,374	2,498,477	7,417,691
1976	17,881,047	6,652,311	2,853,413	8,375,323
1977	19,533,970	7,081,174	3,196,326	9,256,469
1978	21,043,143	7,309,380	3,435,532	10,298,231
1979*	23,994,154	8,148,059	3,988,734	11,857,361
1980*	**26,352,219**	**8,279,144**	**4,583,970**	**13,489,104**

* Excludes Rock Island's operating expenses.

PRINCIPAL CATEGORIES OF EXPENSES

Expenditures to maintain way, structures and equipment and transportation expenses accounted for 91.3 percent of total operating outlays in 1980. As shown below, maintenance expenses alone were up 7.1 percent over 1979.

Data for the past three years are not comparable to figures shown for the prior years due to extensive changes in expense accounts under the revised Uniform System of Accounts which became effective January 1, 1978.

(Amounts shown in thousands)

	Maintenance of way and structures	Maintenance of equipment	Transportation
1929	$ 855,355	$1,202,912	$2,079,954
1939	466,831	765,935	1,417,794
1944	1,263,292	1,587,485	2,973,910
1947	1,212,096	1,558,011	3,476,433
1951	1,478,766	1,945,022	3,974,458
1955	1,387,494	1,787,739	3,769,856
1965	1,235,801	1,774,878	4,020,161
1966	1,303,739	1,843,589	4,139,268
1967	1,287,834	1,867,788	4,186,049
1968	1,405,133	1,914,265	4,354,705
1969	1,502,958	2,002,316	4,595,574
1970	1,612,585	2,165,254	4,873,299
1971	1,813,141	2,350,875	4,889,793
1972	1,920,395	2,397,596	5,207,652
1973	2,035,613	2,531,380	5,897,609
1974	2,351,973	2,809,237	6,766,355
1975	2,408,980	2,856,203	6,735,741
1976	3,047,236	3,213,892	7,337,593
1977	**3,460,153**	**3,613,494**	**7,883,291**
1978	4,055,105	5,421,182	9,617,066
1979*	4,581,742	6,018,672	11,342,272
1980*	**4,936,908**	**6,411,674**	**12,704,885**

* Excludes Rock Island's expenses.

TAXES

Tax accruals for 1980, which are not now available except for income taxes and an estimated total for payroll taxes, are expected to continue an upward trend as shown in all but one of the ten previous years.

In 1980, the maximum monthly salary base for Railroad Retirement and Medicare for employees was $2,158, and the rate, 6.65 percent; employers also paid 6.65 percent on $2,158, but in addition paid another 9.5 percent on a monthly base of $1,700. In 1981, the bases were raised to $2,475 and $1,850, respectively.

Also in 1980, the railroads paid a supplemental annuity tax of 12.5¢ per service hour—which increased to 14.5¢ in 1981—and an unemployment insurance tax of 5.5 percent on a maximum of $400 per month per employee—increased to 8.0 percent on the same base in 1981.

(Amounts shown in thousands)

	Total taxes	Payroll taxes	Federal income taxes*	Deferred taxes	Other taxes (current)
1929 ..	$ 396,683	—	$ 89,444	—	$307,239
1939 ..	355,678	$ 105,549	32,836	—	217,293
1944 ..	1,846,043	238,950	1,304,377	—	302,716
1947 ..	936,394	353,430	297,647	—	285,317
1951 ..	1,203,277	286,129	567,060	—	350,088
1955 ..	1,080,413	283,843	414,299	—	382,271
1965 ..	916,494	395,224	163,656	—	357,614
1966 ..	968,372	438,090	186,325	—	342,957
1967 ..	910,178	477,139	66,317	—	366,723
1968 ..	946,334	512,696	66,078	—	367,559
1969 ..	1,029,067	532,930	106,191	—	389,945
1970 ..	1,068,518	575,911	88,350	—	404,257
1971 ..	1,190,046	578,118	107,681	$100,368	403,879
1972 ..	1,316,766	622,283	113,325	173,858	407,300
1973 ..	1,547,109	804,857	130,326	199,433	412,493
1974 ..	1,990,473	1,118,223	217,123	210,683	444,444
1975 ..	1,706,411	1,088,501	58,122	114,525	445,262
1976 ..	1,927,405	1,262,535	162,956	70,298	431,616
1977 ..	2,063,572	1,399,084	60,161	175,814	428,513
1978 ..	2,142,572	1,457,699	148,789[2]	93,048	443,036
1979[1]	2,411,829	1,625,360	144,481[2]	211,336	430,652
1980[1]*p*	**n.a.**	**1,648,000**	**309,754[2]**	**282,991**	**n.a.**

[1] Excludes Rock Island Railroad.

[2] Includes state income taxes which were included with other taxes in prior years.

n.a.—Not available.

RAILROAD TAXES BY STATES—1978

Taxes paid by railroads to state, county and municipal governments in 1979 are shown below. They consist primarily of property taxes or other forms of tax assessed in lieu of property taxes. Amounts shown include taxes payable by Class I and Class II railroads only. Taxes paid by Class III railroads (including switching and terminal companies) are not included. Data for 1980 are not yet available.

(Amounts shown in thousands)

Alabama	$10,676	Montana	9,250
Alaska	2	Nebraska	15,733
Arizona	6,617	Nevada	1,114
Arkansas	7,806	New Hampshire	48
California	37,298	New Jersey	3,732
Colorado	8,724	New Mexico	3,366
Connecticut	(1,985)	New York	14,096
Delaware	334	North Carolina	10,575
Dist. of Col.	698	North Dakota	5,422
Florida	11,067	Ohio	21,490
Georgia	15,595	Oklahoma	4,484
Hawaii	—	Oregon	9,315
Idaho	5,671	Pennsylvania	23,185
Illinois	18,065	Rhode Island	1,241
Indiana	13,155	South Carolina	6,107
Iowa	5,776	South Dakota	590
Kansas	16,265	Tennessee	15,069
Kentucky	8,581	Texas	11,459
Louisiana	9,041	Utah	6,522
Maine	1,383	Vermont	298
Maryland	6,037	Virginia	21,799
Massachusetts	1,764	Washington	7,921
Michigan	77	West Virginia	10,284
Minnesota	22,226	Wisconsin	5,876
Mississippi	5,644	Wyoming	8,457
Missouri	12,799	**Total**	**$440,749**

NET RAILWAY OPERATING INCOME

Estimated "NROI" totaled $1,337 million in 1980, up from $837 million in the previous year, and the highest since 1943.

Net railway operating income is the remainder of operating revenues after deducting operating expenses, current and deferred taxes, and rents for equipment and joint facilities, but before recording nonoperating income and deducting fixed charges. "NROI" is the figure used to determine rate of return on investment.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$1,251,698	$634,642	$132,635	$484,422
1939	588,829	331,121	79,593	178,116
1944	1,106,327	455,399	163,169	487,759
1947	780,694	304,426	102,699	373,570
1951	942,542	382,280	157,137	403,125
1955	1,127,997	481,454	197,103	449,440
1966	1,045,863	384,574	183,191	478,098
1967	676,434	174,627	164,284	337,523
1968	677,623	139,690	164,445	373,489
1969	654,670	118,700	185,102	350,868
1970	485,853	(101,603)	207,750	379,707
1971	595,171	(56,245)	209,138	442,278
1972	653,827	11,677	223,937	418,214
1973	649,828	7,491	227,746	414,591
1974	768,106	47,133	245,454	475,519
1975	350,682	(225,253)	216,505	359,429
1976	451,832	(305,953)	257,532	500,253
1977	343,093	(495,917)	301,709	537,301
1978	427,451	(503,077)	302,184	628,344
1979	837,232	(169,741)	329,294	677,679
1980	**1,337,266**	**5,562**	**417,273**	**914,431**

(Parentheses indicate deficit.)
Note: NROI for Rock Island excluded for 1979 and 1980.

RATE OF RETURN

The estimated rate of return on net investment (ROI) was 4.25 percent for Class I railroads in 1980. Although this represents the highest level in 25 years, the ROI remained below a level of adequacy.

The ROI was up in both the South and the West, and the East avoided a deficit for the first time since 1974.

ROI represents the relationship of net railway operating income (see page 19) to net investment in transportation property. Because of the lack of comparable data for prior years, the rates of return listed below do not include either the elimination of the effects of investment tax credits on earnings or the reduction of the investment base because of accumulated deferred income tax liabilities—two changes adopted by the ICC in 1978. With these inclusions, the rate of return in recent years would be even lower.

However, the net investment bases used in the calculations in the last three years have been adjusted in conformity with the other methods prescribed by the ICC. (See page 55).

	United States	Eastern District	Southern District	Western District
1929	5.30%	6.03%	4.27%	4.85%
1939	2.56	3.14	2.77	1.85
1944	4.70	4.37	5.45	4.82
1947	3.44	3.02	3.52	3.84
1951	3.76	3.47	4.74	3.76
1955	4.22	4.19	5.45	3.86
1965	3.69	3.32	4.16	3.87
1966	3.90	3.55	4.45	4.03
1967	2.46	1.58	3.86	2.75
1968	2.44	1.27	3.79	3.01
1969	2.36	1.10	4.17	2.81
1970	1.73	def.	4.50	3.02
1971*	2.12	def.	4.36	3.51
1972*	2.34	0.11	4.61	3.34
1973*	2.33	0.07	4.61	3.30
1974*	2.70	0.46	4.73	3.66
1975*	1.20	def.	3.98	2.65
1976*	1.60	def.	4.63	3.57
1977*	1.24	def.	5.23	3.71
1978*	1.52	def.	5.17	4.22
1979*	2.87	def.	5.38	4.38
1980*	**4.25**	**0.07**	**6.33**	**5.43**

def.—Deficit.

* Reflects inclusion of deferred taxes.

RETAINED FUNDS AND CAPITAL EXPENDITURES

In 1980, capital expenditures exceeded retained funds by $1,754 million. There has been a shortfall in every year since 1962 and during the past decade the shortage has totaled nearly $11 billion.

This annual shortfall has necessitated heavy borrowing at increasing interest rates, reaching above 14 percent in April 1981.

Year	(Millions of dollars) Retained funds	Capital expenditures	Excess of retained funds over capital expenditures
1951	$ 849.9	$1,414.0	d 564.1
1952	1,004.0	1,340.9	d 336.5
1953	1,055.4	1,259.8	d 204.4
1954	854.6	820.2	34.4
1955	1,034.3	909.5	124.8
1956	1,014.4	1,227.9	d 213.5
1957	907.3	1,394.7	d 487.4
1958	847.3	738.0	109.3
1959	800.4	818.0	d 17.6
1960	693.9	919.2	d 225.2
1961	677.2	646.4	30.7
1962	863.4	832.9	30.5
1963	949.7	1,043.8	d 94.1
1964	926.8	1,417.3	d 490.5
1965	1,057.9	1,630.7	d 572.8
1966	1,149.2	1,952.8	d 803.6
1967	816.7	1,522.5	d 705.8
1968	828.7	1,187.0	d 358.3
1969	815.6	1,509.4	d 693.8
1970	618.0	1,351.4	d 733.4
1971	784.1	1,177.6	d 393.5
1972	923.1	1,215.6	d 292.5
1973	964.1	1,342.1	d 378.0
1974	1,090.8	1,565.4	d 474.6
1975	621.7	1,789.7	d 1,168.0
1976	682.6	1,724.7	d 1,042.1
1977	762.8	2,290.4	d 1,527.6
1978	727.1	2,738.2	d 2,011.1
1979	1,390.6	3,324.2	d 1,933.6
1980	**1,867.7**	**3,621.3**	**d 1,753.6**

d—Deficiency.

Note: Retained funds represent income before extraordinary charges, plus deferred taxes and depreciation and retirement charges, less cash dividends and equity in undistributed earnings of affiliated companies.

NET INCOME (ORDINARY)

Preliminary ordinary income (after income from outside sources and payment of fixed rentals, interest and other charges) amounted to $1,131 million in 1980, when expressed in current dollars.

Return on net worth in 1980 was 5.8 percent, far below the average for major industries.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$896,807	$486,978	$ 73,059	$336,769
1939	93,182	110,405	11,668	(28,892)
1944	667,188	266,208	97,251	303,729
1947	478,875	161,178	55,192	262,505
1951	693,176	234,970	110,703	347,503
1955	927,122	349,288	153,805	424,029
1966	903,783	285,054	141,399	477,330
1967	553,789	94,146	126,079	333,564
1968	569,402	67,393	117,123	384,886
1969	514,238	21,329	139,366	353,543
1970	226,583	(276,291)	159,508	343,366
1971*	246,729	(273,613)	151,684	368,658
1972*	318,637	(191,953)	173,398	337,192
1973*	359,343	(179,197)	183,162	355,378
1974*	730,229	(52,178)	294,758	487,649
1975*	144,362	(345,291)	189,278	300,375
1976*	354,982	(357,473)	258.921	453,534
1977*	325,582	(445,535)	286,348	484,769
1978*	306,786	(454,016)	225,599	535,203
1979*	938,254	(96,157)	382,599	651,812
1980*	**1,130,800**	**9,579**	**392,499**	**728,722**

(Parentheses Indicate deficit.)

* Includes provision for deferred taxes beginning in 1971 and equity in undistributed earnings of affiliated companies beginning in 1974.

Note: Ordinary income for the Southern District in 1980 is lower because it includes income of Southern Railway as shown in their RE&I report on a consolidated system basis. Their RE&I report eliminates dividend income between members of the system and the duplication of undistributed earnings which are included in income of certain carriers in their annual reports.

Data for Rock Island excluded in 1979 and 1980.

NET WORKING CAPITAL

Net working capital, as shown below, is calculated by deducting current liabilities, including debt due within one year, from current assets, which include the material and supplies account.

The improvement in net working capital in recent years is due, in part, to a build up in material and supplies resulting from expanded maintenance programs, Federal assistance to Conrail and limited aid made available under Title V of the 4R Act.

(Amounts shown in millions)

Dec. 31	United States	Eastern District	Southern District	Western District
1958	$995.3	$236.6	$166.1	$592.6
1959	882.9	198.4	171.9	512.8
1960	677.9	153.3	145.1	379.4
1961	611.8	64.3	119.1	428.4
1962	694.5	39.1	107.9	527.5
1966	448.0	57.0	18.4	372.7
1967	250.6	(40.4)	23.7	267.4
1968	13.5	(193.9)	28.9	178.5
1969	(184.8)	(313.9)	64.3	64.7
1970	(58.6)	(77.9)	22.3	114.2
1971	(61.8)	(123.8)	11.6	50.3
1972	(60.7)	(159.7)	12.9	86.1
1973	157.9	(29.5)	84.6	102.9
1974	219.5	105.3	39.1	75.0
1975	67.9	13.4	17.7	36.8
1976	342.6	138.7	111.8	92.2
1977	570.9	200.8	105.4	264.8
1978	602.7	211.4	146.9	244.4
1979*	555.0	385.2	182.7	(12.9)
1980*	**927.7**	**555.2**	**282.8**	**89.7**

(Parentheses indicate deficit)
*Excludes Rock Island.

EQUIPMENT OBLIGATIONS

Equipment obligations have increased in every year since 1962. As a result of over $850 million in financing during 1979, outstanding equipment debt reached an all-time high of $6.1 billion at year end.

In the past ten years, the balance outstanding has increased by 42 percent, interest rates on new issues have risen by 25 percent and the average interest rates on all outstanding equipment obligations have advanced 45 percent.

Data for 1980 are not yet available.

(Dollar amounts in millions)

Year	Issued during year	Out-standing at end of year	Average interest rate: Issued during year	Average interest rate: Out-stand-ing
1951	$ 707.3	$2,284.7	2.73%	2.39%
1955	279.8	2,532.2	3.08	2.82
1956	445.6	2,631.2	3.57	2.92
1957	631.0	2,912.3	4.33	3.28
1958	285.1	2,820.7	4.01	3.39
1959	299.8	2,756.7	4.61	3.55
1960	298.2	2,694.1	4.63	3.70
1961	225.9	2,556.6	4.44	3.80
1962	339.9	2,522.6	4.45	3.93
1963	456.0	2,575.2	4.29	4.03
1964	696.9	2,814.1	4.40	4.19
1965	803.5	3,181.6	4.52	4.30
1966	1,090.9	3,869.8	5.32	4.63
1967	757.0	4,153.7	5.83	4.87
1968	541.0	4,202.5	6.61	5.15
1969	633.1	4,315.9	7.90	5.64
1970	676.4	4,444.0	8.76	6.09
1971	675.0	4,544.5	7.31	6.30
1972	618.7	4,587.0	7.04	6.72
1973	557.1	4,595.6	7.66	6.97
1974	684.5	4,724.7	9.22	7.37
1975	1,035.5	5,178.7	8.86	e 7.60
1976	819.3	5,363.3	e 8.50	e 7.70
1977	956.6	5,674.3	e 8.05	e 7.75
1978	841.8	5,732.1	e 8.90	e 7.90
1979	**850.6**	**6,115.7**	**e 9.85**	**e 8.15**

e Estimated.

Note: Average interest rates shown include those for certain conditional sales agreements under which interest rates are keyed to the prime rate at time of issue and to subsequent changes in the prime rate in each year. No adjustments have been made for yearly changes in the originally reported interest rates. The rate for these obligations would increase or decrease with changes in the prime rate.

REVENUE CARLOADINGS—MAJOR RAILROADS

Freight carloadings in 1980 declined 5.4 percent from the previous year. Due to the introduction of larger cars, carloadings have historically trended downward, and are running 16.8 percent below the level of 10 years ago.

Conversely, with a longer average haul and heavier loading, revenue ton-miles are trending upward. (See page 29).

Compared with 1979, carloadings in 1980 were down 9.4 percent in the East, 2.6 percent in the South and 4.2 percent in the West.

	United States	Eastern District	Southern District	Western District
1929	52,827,925	25,929,298	7,503,435	19,395,192
1939	33,911,498	16,204,899	5,024,615	12,681,984
1944	43,408,295	20,558,120	6,323,929	16,526,246
1947	44,502,188	20,988,665	6,908,347	16,605,176
1951	40,499,182	18,508,352	6,641,193	15,349,627
1955	37,636,031	16,508,729	6,325,146	14,802,156
1966	29,623,115	11,723,168	5,860,494	12,039,453
1967	28,083,751	10,992,690	5,926,178	11,164,883
1968	28,252,541	10,831,807	6,222,004	11,198,730
1969	28,237,407	10,674,997	6,177,982	11,384,428
1970	27,160,247	10,071,261	6,075,180	11,013,806
1971	25,265,569	9,037,170	5,977,508	10,250,891
1972	26,104,642	8,999,069	6,310,873	10,794,700
1973	27,338,474	9,322,603	6,397,021	11,618,850
1974	26,183,713	8,867,805	6,270,530	11,045,378
1975	23,217,158	7,677,983	5,593,481	9,945,694
1976	23,456,643	7,668,197	5,808,346	9,980,100
1977	23,173,417	7,458,248	5,932,118	9,783,051
1978	23,355,477	7,169,565	5,900,464	10,265,448
1979	23,891,735	7,397,141	6,033,216	10,461,378
1980	**22,598,048**	**6,701,952**	**5,878,728**	**10,017,368**

Note: For the purpose of continuity, figures for 1978-1980 include 12 railroads no longer considered Class I roads under revised ICC qualifications effective January 1, 1978.

Source: Car Service Division, AAR.

REVENUE CARLOADINGS BY CLASSES—MAJOR RAILROADS

Carloadings for 18 of the 21 commodity groups declined from 1979 levels. However, loadings of coal increased by 450,454 cars (8.6 percent) and reached the highest level since 1958. Similarly, grain loadings totaled 1.6 million, a 7-year high and 10.1 percent over 1979. Other farm products, up 5.8 percent, was the only other commodity to record an increase. The sharpest decline was in motor vehicles and equipment (down 24.0 percent), reflecting a continuing slump in the domestic automotive market. Two other major commodity groups—lumber and wood products and coke—were down by more than 20 percent. Other declines ranged from 16.6 percent for metals and products to 1.7 percent for nonmetallic minerals.

(Carloadings shown in thousands)

	1980	1979	Increase Cars	Increase Percent
Grain	1,573	1,429	144	10.1
Other farm products	236	223	13	5.8
Metallic ores	1,480	1,766	(286)	(16.2)
Coal	5,706	5,256	450	8.6
Crushed stone, gravel and sand	716	854	(138)	(16.1)
Nonmetallic minerals	770	784	(13)	(1.7)
Grain mill products	879	919	(40)	(4.3)
Food and kindred products	925	954	(29)	(3.1)
Primary forest products	1,002	1,056	(54)	(5.1)
Lumber and wood products except furniture	469	597	(127)	(21.3)
Pulp, paper and allied products	1,060	1,098	(37)	(3.4)
Chemicals and allied products	1,411	1,489	(77)	(5.2)
Petroleum products	297	336	(39)	(11.7)
Stone, clay and glass products	792	944	(152)	(16.1)
Coke	276	360	(83)	(23.2)
Metals and products	820	984	(164)	(16.6)
Motor vehicles and equipment	854	1,123	(269)	(24.0)
Waste and scrap materials	633	714	(81)	(11.4)
Forwarder and shipper association traffic	555	643	(87)	(13.6)
All other carloads	2,130	2,344	(214)	(9.1)
LCL traffic	12	21	(9)	(43.9)
Total Cars Loaded	**22,598**	**23,892**	**(1,294)**	**(5.4)**

(Parentheses indicate decreases.)
Source: Car Service Division, AAR.

PIGGYBACK LOADINGS

Revenue cars loaded in piggyback service totaled 1,661,100 in 1980, down 10.6 percent from 1979—the first year-to-year decline since 1975. The number of trailers and trailer-size containers loaded totaled 3,014,864, an 8.0 percent drop from the previous year.

However, TOFC/COFC remained second only to coal in rank of carloadings by traffic group, accounting for 7.4 percent of total carloadings in 1980.

	Revenue Cars				Trailers and Containers
Year	United States	Eastern District	Southern District	Western District	
1957	249,065	[illegible],211	6,155	112,699	—
1958	278,071	[illegible],070	8,903	130,098	—
1959	416,508	2[illegible]4,010	10,687	201,811	—
1960	554,115	2[illegible]3,817	21,128	269,170	—
1961	591,246	2[illegible]9,605	37,749	253,892	902,260
1962	706,441	36[illegible],840	64,783	271,818	1,139,220
1963	815,773	394,898	105,511	315,364	1,294,090
1964	920,827	446,311	129,417	345,099	1,455,523
1965	1,076,820	508,189	173,762	394,869	1,664,929
1966	1,224,337	564,348	207,163	452,826	1,912,419
1967	1,277,410	568,089	225,053	484,268	1,983,793
1968	1,509,843	659,471	276,373	573,999	2,419,217
1969	1,539,797	632,433	303,236	604,128	2,497,586
1970	1,449,519	565,518	311,225	572,776	2,363,200
1971	1,356,394	511,877	319,422	525,095	2,203,530
1972	1,448,075	599,177	354,184	494,714	2,407,034
1973	1,630,795	610,874	403,929	615,992	2,758,044
1974	1,609,876	594,208	405,404	610,264	2,752,825
1975	1,307,520	463,779	337,005	506,736	2,238,117
1976	1,505,945	456,670	422,272	627,003	2,538,318
1977	1,688,806	471,965	483,050	733,791	2,850,231
1978	1,840,588	469,436	524,014	847,138	3,177,291
1979	1,857,705	479,662	508,903	869,140	3,278,163
1980	**1,661,110**	**430,393**	**445,460**	**785,257**	**3,014,864**

Note: Mail and express traffic moving in piggyback service is included in above data beginning with 1963.

Source: Car Service Division, AAR.

ORIGINATED TONNAGE

The volume of revenue freight originated on lines of Class I railroads in 1980 amounted to 1,492 million tons, down 0.7 percent from 1979.

The difference between tonnage and ton-mile trends (page 29) is a reflection of significantly longer hauls due, in part, to western coal and piggyback traffic.

Coal accounted for 522 million (or 35 percent) of total tonnage.

In addition to the tonnage shown below, about 90 million tons were originated on other than Class I railroads in 1980.

(Tonnage in thousands)

	United States	Eastern District	Southern District	Western District
1929	1,339,091	697,894	174,202	466,905
1939	901,669	483,815	120,582	297,273
1944	1,491,491	754,876	208,685	527,930
1947	1,537,546	776,044	229,454	532,048
1951	1,477,402	699,745	244,349	533,308
1955	1,396,339	631,707	246,228	518,404
1966	1,448,901	585,072	313,487	550,342
1967	1,407,628	568,083	328,863	510,682
1968	1,431,308	574,446	330,215	526,647
1969	1,473,457	572,350	340,731	560,376
1970	1,484,919	557,994	351,142	575,784
1971	1,390,960	495,485	348,216	547,260
1972	1,447,864	507,346	367,405	573,113
1973	1,532,165	527,279	380,245	624,641
1974	1,530,686	520,788	387,535	622,363
1975	1,395,055	463,117	353,102	578,776
1976	1,406,732	452,808	362,533	591,391
1977	1,394,742	430,902	374,099	589,741
1978	1,390,175	384,413	366,880	638,882
1979	1,502,251	430,606	387,884	683,761
1980*	**1,492,414**	**407,933**	**398,363**	**686,118**

* Excludes Rock Island Railroad.

REVENUE TON MILES

Revenue freight traffic of the Class I railroads, measured in ton-miles, rose to a record high of 919 billion in 1980, 0.5 percent greater than the previous record set in 1979.

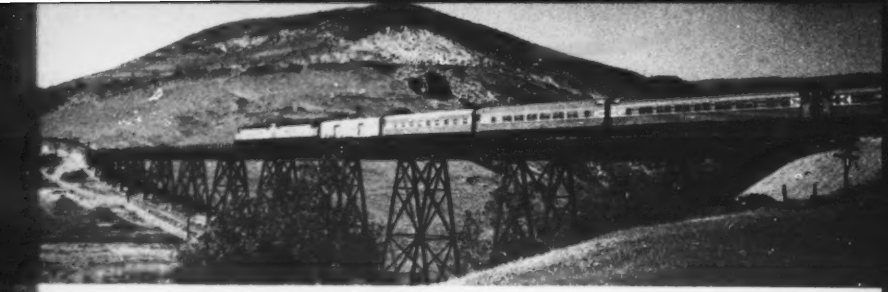
Ton-miles were up 2.9 percent in the South and 2.3 percent in the West, but down 5.6 percent in the East.

Ton-miles are the product of the weight of lading in tons and distance transported in miles. As shown on page 45, ton-miles per loaded car in 1980 increased by 6.2 percent over the 1979 average.

(Ton-miles in millions)

	United States	Eastern District	Southern District	Western District
1929	447,322	231,420	55,163	160,738
1939	333,438	169,024	42,547	121,868
1944	737,246	330,014	98,082	309,150
1947	654,728	294,967	88,243	271,518
1951	646,620	275,239	90,725	280,657
1955	623,615	256,701	90,444	276,469
1966	738,395	265,504	125,462	347,429
1967	719,498	258,361	127,988	333,149
1968	744,023	259,391	130,686	353,946
1969	767,841	259,827	139,256	368,757
19[illegible]	764,809	254,467	140,034	370,309
19[illegible]	739,743	225,619	139,660	374,464
1972	776,746	231,221	147,116	398,410
1973	851,809	245,022	157,879	448,907
1974	850,961	248,398	160,668	441,895
1975	754,252	217,909	140,261	396,083
1976	794,059	216,644	151,020	426,395
1977	826,292	211,278	160,689	454,326
1978	858,105	197,633	162,417	498,056
1979	913,669	214,116	165,188	534,365
1980	**918,621**	**202,036**	**169,985**	**546,601**

NOTE: The total of intercity ton-miles for all classes of railroads is reported on page 36.



REVENUE PASSENGERS CARRIED

Passenger data shown below and elsewhere in this publication include separate totals for Amtrak beginning in 1971, and include Auto-Train statistics in the Southern District for the years 1972-1977. The data represent both commuter and intercity passenger traffic.

Separate data for Amtrak are shown on page 62 for years 1979 and 1980.

(Numbers in thousands)

	United States	Amtrak	Eastern District	*Southern District	Western District
1929 ...	780,468	—	575,231	68,309	136,928
1939 ...	450,373	—	338,442	45,628	66,302
1944 ...	910,295	—	632,347	111,650	166,298
1947 ...	703,280	—	522,183	77,434	103,662
1951 ...	483,833	—	346,910	54,187	82,736
1955 ...	431,999	—	312,242	40,056	79,700
1966 ...	300,195	—	210,278	26,395	63,522
1967 ...	297,027	—	206,382	26,566	64,079
1968 ...	295,432	—	206,497	26,922	62,013
1969 ...	295,701	—	208,237	25,881	61,583
1970 ...	283,894	—	201,880	23,593	58,421
1971 ...	272,401	9,915#	189,313	19,277	53,896
1972 ...	261,084	16,644	173,566	17,716	53,158
1973 ...	254,472	16,984	166,537	16,334	54,617
1974 ...	274,298	18,257	182,685	16,237	57,118
1975 ...	269,394	17,350	180,945	15,068	56,031
1976 ...	271,652	18,619	181,394	14,902	56,738
1977 ...	275,324	19,000	183,718	14,490	58,116
1978 ...	280,961	19,173	185,357	15,202	61,230
1979 ...	294,958	21,492	195,450	16,479	61,538
1980 ...	**300,184**	**20,784**	**200,564**	**16,240**	**62,597**

 # Operations began on May 1, 1971.

* Includes statistics of Auto-Train Corporation for years 1972-1977

** Excludes Rock Island Railroad.

REVENUE PASSENGER MILES

(Including commutation)

Revenue passenger-miles totaled 11.0 billion in 1980, down 1.8 percent from 1979. Amtrak's passenger miles were down 7.5 percent from the previous year.

The total includes 6.5 billion for Class I railroads (largely in commuter service) and 4.5 billion for Amtrak.

(Passenger-miles in millions)

	United States	Amtrak	Eastern District	*Southern District	Western District
1929 ...	31,074	—	17,730	3,305	10,039
1939 ...	22,651	—	12,360	2,630	7,661
1944 ...	95,549	—	40,381	14,793	40,375
1947 ...	45,921	—	23,966	6,008	15,947
1951 ...	34,614	—	16,711	4,761	13,141
1955 ...	28,526	—	14,158	3,542	10,826
1965 ...	17,378	—	7,635	2,528	7,215
1966 ...	17,085	—	7,440	2,507	7,138
1967 ...	15,193	—	6,899	2,201	6,093
1968 ...	13,110	—	6,435	1,975	4,700
1969 ...	12,159	—	6,294	1,757	4,109
1970 ...	10,740	—	5,951	1,491	3,298
1971 ...	8,833	1,894 #	4,682	686	1,571
1972 ...	8,558	3,038	3,855	545	1,120
1973 ...	9,294	3,807	3,758	573	1,156
1974 ...	10,337	4,259	4,193	677	1,208
1975 ...	9,935	3,931	4,183	633	1,188
1976 ...	10,337	4,259	4,193	677	1,208
1977 ...	10,293	4,204	4,272	587	1,231
1978 ...	10,222	4,154	4,387	384	1,297
1979** ...	11,200	4,867	4,678	328	1,327
1980** ...	**10,995**	**4,503**	**4,815**	**323**	**1,354**

Operations began on May 1, 1971.

* Includes statistics of Auto-Train Corporation for years 1972-1977

** Excludes Rock Island Railroad.

PASSENGER MILES BY CLASSES

Compared with 1979, intercity passenger-miles decreased by 6.9 percent in 1980 while commutation traffic was up 4.9 percent.

Amtrak-operated trains handled 3,949 million passenger-miles of intercity travel in coaches, 420 million in parlor and sleeping cars and 135 million classed as "commutation and multiple ride" passenger-miles.

Class I railroads other than Amtrak accounted for 97 percent of the commutation passenger-miles.

(Passenger-miles in millions)

	Commutation	Total intercity	Intercity coaches	Intercity parlor/ sleeping cars
1929	6,898	24,180	n.a.	n.a.
1939	4,012	18,645	11,118	7,527
1944	5,344	90,231	63,288	26,944
1947	6,008	39,921	27,660	12,261
1951	4,870	29,450	19,524	10,226
1955	4,776	23,747	17,307	6,440
1965	4,128	13,260	11,069	2,191
1966	4,193	12,903	10,799	2,104
1967	4,281	10,920	9,329	1,592
1968	4,383	8,737	7,559	1,178
1969	4,546	7,623	6,601	1,021
1970	4,592	6,179	5,414	765
1971	4,498	4,403	3,887	516
1972	4,229	4,332	3,812	520
1973	4,245	5,053	4,470	583
1974	4,533	5,799	5,186	613
1975	4,513	5,429	4,927	502
1976	4,470	5,808	5,238	570
1977	4,588	5,710	5,186	524
1978	4,667	5,555	5,088	467
1979	4,835	6,365	5,876	489
**1980	**5,070**	**5,925**	**5,504**	**421**

Amtrak passenger-miles are included beginning in 1971; Auto-Train for years 1972-1977. Rock Island is excluded for 1979 and 1980.

n.a.—Not available.

TON MILE REVENUE

Revenue per ton-mile averaged 2.868 cents for the year 1980, 10.4 percent above the 1979 average.

Average revenue per ton-mile is the average amount received for hauling a ton of freight one mile. While it does not necessarily measure average rate levels, because it is affected by composition of traffic and length of haul, it does show the average freight charges for traffic handled in each year.

	United States	Eastern District	Southern District	Western District
1929	1.076¢	1.014¢	1.088¢	1.162¢
1939	0.973	0.931	1.001	1.021
1944	0.949	0.919	0.976	0.972
1947	1.076	1.069	1.094	1.078
1951	1.336	1.367	1.350	1.301
1955	1.370	1.410	1.341	1.342
1966	1.257	1.328	1.149	1.242
1967	1.269	1.336	1.152	1.262
1968	1.310	1.406	1.212	1.277
1969	1.347	1.452	1.255	1.309
1970	1.428	1.554	1.343	1.374
1971	1.593	1.831	1.478	1.493
1972	1.618	1.855	1.510	1.521
1973	1.617	1.881	1.526	1.504
1974	1.853	2.136	1.717	1.743
1975	2.041	2.372	1.879	1.913
1976	2.191	2.627	2.013	2.033
1977	2.286	2.800	2.113	2.109
1978	2.358	2.991	2.291	2.149
1979	2.599	3.277	2.532	2.434
1980p	**2.868**	**3.611**	**2.876**	**2.591**

Note: Data exclude Rock Island for 1979 and 1980.
p—Preliminary.

PASSENGER MILE REVENUE

The average revenue per passenger-mile rose to 7.336¢ in 1980, an increase of 17.0 percent. In the following table, figures for the United States include data for Amtrak beginning in 1971 and Auto-Train for years 1972-1977 and excludes Rock Island for 1979 and 1980. District averages exclude Amtrak and Auto-Train statistics.

	United States	Eastern District	Southern District	Western District
1929	2.808¢	2.723¢	3.125¢	2.853¢
1939	1.839	1.941	1.745	1.706
1944	1.873	1.934	1.992	1.769
1947	2.097	2.137	2.092	2.039
1951	2.601	2.891	2.452	2.286
1955	2.604	2.921	2.597	2.193
1965	3.182	3.916	2.808	2.538
1966	3.182	3.935	2.818	2.524
1967	3.195	3.913	2.820	2.517
1968	3.389	4.016	2.873	2.749
1969	3.608	4.216	2.996	2.938
1970	3.914	4.502	3.118	3.215
1971	4.306	4.526	3.494	3.706
1972	4.747	5.125	3.617	4.047
1973	4.756	5.212	3.752	4.156
1974	5.207	5.170	4.541	4.569
1975	5.396	5.505	4.627	4.623
1976	5.744	6.009	4.711	4.674
1977	5.916	6.086	4.976	4.769
1978	5.947	6.239	5.053	4.814
1979	6.270	6.411	4.607	5.000
1980	**7.336**	**7.202**	**5.191**	**5.523**

REVENUE AND DISTANCE PER TON AND PER PASSENGER

Average revenue per ton originated on Class I railroads increased 11.6 percent in 1980 due principally to higher freight rates. The average haul, considering all line-haul railroads as a system, rose to an estimated 590 miles in 1980, a new record and 1.7 percent over 1979. The average freight haul has increased by 20 percent over the past decade.

The average revenue per passenger in 1980 increased by 13.0 percent, while the average trip was down 3.5 percent.

	FREIGHT		PASSENGER*	
	Average revenue per ton originated	Average haul per ton (miles)	Average revenue per passenger per road	Average trip per passenger per road (miles)
1929	$ 3.45	317.17	$1.11	39.63
1939	3.74	351.21	0.92	50.02
1944	4.92	473.46	1.96	104.46
1947	4.82	407.82	1.37	65.07
1951	6.11	419.99	1.86	71.35
1955	6.40	429.75	1.72	65.88
1966	6.71	483.70	1.78	55.81
1967	6.77	485.21	1.61	50.21
1968	7.13	495.37	1.50	44.38
1969	7.35	496.82	1.48	41.12
1970	7.67	490.41	1.48	37.83
1971	8.80	506.83	1.39	32.38
1972	8.99	511.34	1.56	32.78
1973	9.36	531.00	1.74	36.52
1974	10.70	526.53	1.96	37.69
1975	11.40	515.89	1.99	36.88
1976	12.75	540.00	2.18	37.93
1977	13.90	548.79	2.21	37.39
1978	14.95	572.00*e*	2.16	36.38
1979	16.17	580.00*e*	2.38	37.97
1980	**18.05**	**590.00*e***	**2.69**	**36.63**

* Includes Amtrak statistics beginning in 1971; Auto-Train Corp. for 1972-1977.

e—Estimated

Average haul per ton applies to all line-haul railroads as a system. All other data refer to Class I railroads only.

VOLUME OF U.S. INTERCITY FREIGHT AND PASSENGER TRAFFIC

Millions of **Revenue Freight Ton-Miles** and Percentage of Total

Year	Rail-roads[a]	%	Trucks	%	Great Lakes	%	Rivers and canals	%	Oil pipe-lines	%	Air	%	Total
1929	454,800	74.9	19,689	3.3	97,322	16.0	8,661	1.4	26,900	4.4	3	—	607,375
1939	338,850	62.4	52,821	9.7	76,312	14.0	19,937	3.7	55,602	10.2	12	—	543,534
1944	746,912	68.6	58,264	5.4	118,769	10.9	31,386	2.9	132,864	12.2	71	—	1,088,266
1950	596,940	56.2	172,860	16.3	111,687	10.5	51,657	4.9	129,175	12.1	318	—	1,062,637
1960	579,130	44.1	285,483	21.7	99,468	7.6	120,785	9.2	228,626	17.4	778	—	1,314,270
1970	771,168	39.8	412,000	21.3	114,475	5.9	204,085	10.5	431,000	22.3	3,295	0.2	1,936,023
1974	855,582	38.6	495,000	22.3	107,451	4.9	247,431	11.2	506,000	22.8	3,580	0.2	2,215,044
1979p	927,000	35.7	628,000	24.2	126,000	4.9	305,000	11.7	605,000	23.3	5,000	0.2	2,596,000
1980p	**932,000**	**37.3**	**565,000**	**22.6**	**113,000**	**4.6**	**307,000**	**12.3**	**575,000**	**23.0**	**5,000**	**0.2**	**2,497,000**

Millions of **Revenue Passenger-Miles** and Percentage of Total (Except Private)

Year	Rail-roads[a]	%	Buses	%	Air carriers	%	Inland water-ways	%	Total (except private)	Private auto-mobiles	Private air-planes	Total (including private)
1929	33,965	77.1	6,800	15.4	—	—	3,300	7.5	44,065	175,000	—	219,065
1939	23,669	67.7	9,100	26.0	683	2.0	1,486	4.3	34,938	275,000	—	309,938
1944	97,705	75.7	26,920	20.9	2,177	1.7	2,187	1.7	128,989	181,000	1	309,990
1950	32,481	47.2	26,436	38.4	8,773	12.7	1,190	1.7	68,880	438,293	1,299	508,472
1960	21,574	28.6	19,327	25.7	31,730	42.1	2,688	3.6	75,319	706,079	2,228	783,626
1970	10,903	5.7	25,300	14.3	109,499	77.7	4,000	2.3	149,702	1,026,000	9,101	1,184,803
1974	10,475	5.9	26,700	15.1	135,469	76.7	4,000	2.3	176,644	1,143,440	11,000	1,331,044
1979p	11,600	4.5	26,600	10.4	213,500	83.5	4,000	1.6	255,700	1,287,900	14,100	1,557,700
1980p	**11,400**	**4.7**	**26,900**	**11.0**	**202,000**	**82.7**	**4,000**	**1.6**	**244,300**	**1,263,400**	**13,300**	**1,521,000**

a—Railroads of all classes, including electric railways, Amtrak and Auto-Train. (See page 29 for ton-miles of Class I Railroads only)

p—These are preliminary estimates and are subject to frequent subsequent adjustments.

NOTE: Air carrier data from reports of CAB and TAA; Great Lakes and rivers and canals from Corps of Engineers and TAA; some figures for 1979 and 1980 are partially estimated by AAR and TAA.

FREIGHT TRAIN MILES

Freight train-miles of all Class I railroads in 1980 totaled 428 million, an average of 6.4 train-miles per day for each of 183,497 miles of road operated in freight service.

(Train-miles in thousands)

	United States	Eastern District	Southern District	Western District
1929	613,444	252,489	99,615	261,340
1939	451,991	171,978	77,276	202,736
1944	698,761	261,450	120,263	317,048
1947	616,071	228,424	104,839	282,808
1951	528,573	194,339	86,503	247,731
1955	476,444	177,428	70,064	228,951
1966	437,491	141,828	68,412	227,250
1967	420,365	134,916	67,798	217,651
1968	429,276	134,665	69,448	225,162
1969	433,371	132,691	71,576	229,104
1970	427,065	131,134	74,962	220,969
1971	429,530	128,392	76,892	224,246
1972	451,032	129,601	81,098	240,333
1973	468,992	132,542	82,679	253,770
1974	469,268	128,071	84,023	257,175
1975	402,557	111,626	72,229	218,702
1976	424,571	112,050	79,369	233,152
1977	427,686	104,968	82,150	240,568
1978	432,944	96,585	84,651	251,707
1979*	437,835	99,619	87,993	250,223
1980*	**428,488**	**91,719**	**86,008**	**250,761**

* Excludes Rock Island Railroad.

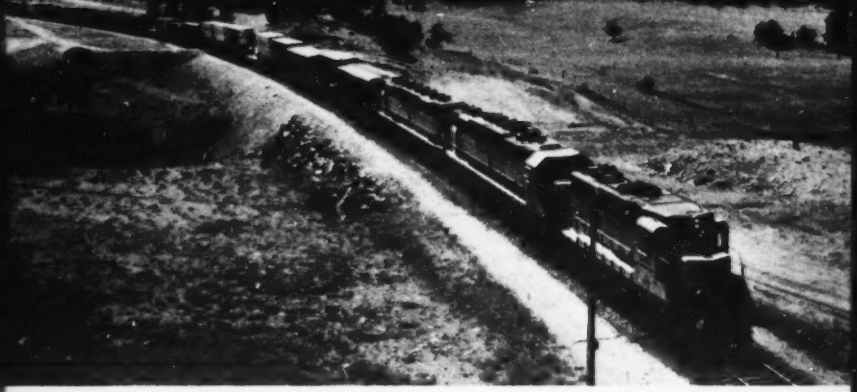
FREIGHT CAR MILES

Of the 29.3 billion freight car-miles on Class I railroads in 1980, 55.2 percent were made by loaded cars. (A car-mile is the movement of a car one mile.)

(Car-miles in millions)

	United States	Eastern District	Southern District	Western District
1929	29,142	13,355	3,924	11,863
1939	21,782	9,608	2,981	9,193
1944	36,620	15,397	5,049	16,174
1947	32,201	13,221	4,441	14,539
1951	31,216	12,074	4,462	14,680
1955	31,198	11,699	4,412	15,037
1966	30,374	10,295	4,950	15,129
1967	29,661	10,104	4,925	14,632
1968	30,082	10,004	4,892	15,187
1969	30,349	9,790	5,125	15,433
1970	29,890	9,505	5,143	15,242
1971	29,181	8,730	5,284	15,166
1972	30,309	8,786	5,623	15,900
1973	31,248	8,796	5,692	16,760
1974	30,719	8,725	5,620	16,374
1975	27,656	7,810	5,023	14,823
1976	28,530	7,678	5,255	15,597
1977	28,749	7,302	5,371	16,075
1978	28,988	6,707	5,405	16,876
1979*	29,420	6,983	5,439	16,998
1980*	**29,284**	**6,518**	**5,498**	**17,268**

* Excludes Rock Island Railroad.



CARS PER AVERAGE FREIGHT TRAIN

The average freight train in 1980 consisted of 68.4 cars, 1.6 cars less than the average of a decade ago. However, the average tonnage carried has increased by 19.5 percent over the same period as the result of larger cars. (See page 41.)

The number of cars in the average train is computed by dividing freight car-miles by freight train-miles.

	United States	Eastern District	Southern District	Western District
1929	47.6	52.9	39.5	45.5
1939	48.1	55.8	38.6	45.3
1944	52.3	58.8	42.0	50.9
1947	52.2	57.8	42.4	51.3
1951	59.0	62.1	51.6	59.1
1955	65.5	66.1	63.6	65.6
1966	69.3	72.6	72.1	66.5
1967	70.5	74.9	72.5	67.2
1968	70.1	74.3	70.3	67.4
1969	70.0	73.8	71.5	67.4
1970	70.0	72.5	68.6	69.0
1971	67.9	68.0	68.7	67.6
1972	67.1	67.6	69.3	66.1
1973	66.6	66.4	68.8	66.0
1974	65.5	68.1	66.9	63.7
1975	68.6	69.8	69.4	67.7
1976	67.1	68.5	66.0	66.8
1977	67.2	69.6	65.4	66.8
1978	67.0	69.4	63.8	67.0
1979*	67.2	70.1	61.8	67.9
1980*	**68.4**	**71.0**	**63.9**	**68.9**

*Excludes Rock Island Railroad.

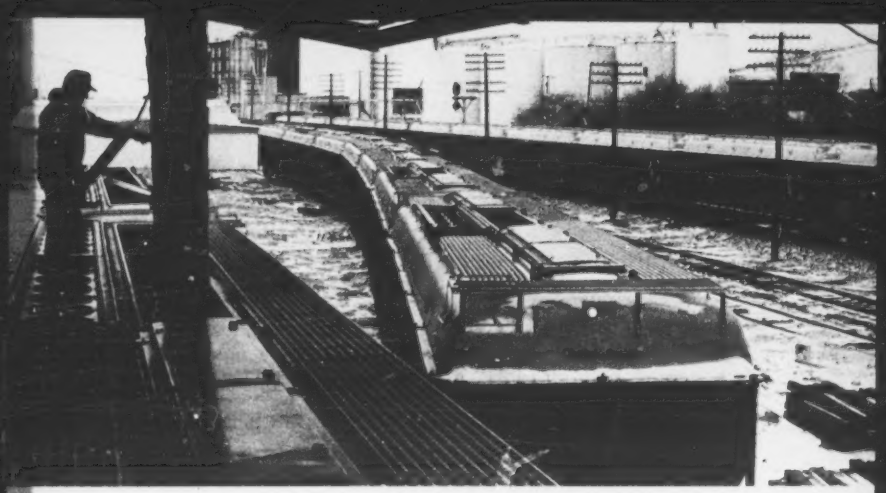
AVERAGE FREIGHT CARLOAD—TONS

The average weight of a carload of freight was 67.1 tons in 1980, a new record and 4.7 percent over 1979. A long-range trend toward heavier loading has resulted principally from the continuing installation of higher-capacity cars and the retirement of smaller cars.

Net ton-miles per loaded car-mile, a measure of average load based on operating statistics, averaged 63.5 tons in 1980. This difference of 3.6 tons under the average per carload of freight originated, as shown below, is due chiefly to longer-than-average hauls of lighter-than-average loads.

	United States	Eastern District	Southern District	Western District
1929	35.4	38.1	32.6	33.0
1939	36.8	39.5	34.8	33.8
1944	40.3	43.4	37.5	37.5
1947	41.0	43.6	38.8	38.6
1951	42.0	43.8	40.8	40.3
1955	42.4	43.6	42.9	40.9
1966	50.1	49.1	53.8	49.2
1967	51.1	50.4	55.5	49.4
1968	51.8	51.2	55.7	50.2
1969	53.1	52.1	56.6	52.2
1970	54.9	53.9	58.4	54.1
1971	55.2	53.4	58.9	54.7
1972	56.3	54.6	59.3	56.0
1973	56.7	54.6	59.5	57.0
1974	58.4	56.2	61.2	58.6
1975	60.8	58.2	63.4	61.6
1976	61.0	57.8	63.7	62.0
1977	61.1	57.2	64.6	62.0
1978	61.8	56.9	64.6	63.5
1979	64.1	60.0	66.4	65.8
1980*	**67.1**	**63.2**	**68.9**	**67.3**

*Excludes Rock Island Railroad.



AVERAGE FREIGHT TRAIN LOAD

The average freight train in 1980 carried 2,174 tons of freight, a new record. The average tons shown below, computed from operating statistics, represent net ton-miles per freight train-mile.

	United States	Eastern District	Southern District	Western District
1929	804	981	622	702
1939	806	1,043	613	679
1944	1,124	1,326	878	1,050
1947	1,131	1,353	910	1,033
1951	1,283	1,466	1,108	1,201
1955	1,359	1,488	1,342	1,264
1966	1,715	1,878	1,873	1,567
1967	1,740	1,939	1,905	1,566
1968	1,768	1,972	1,874	1,614
1969	1,804	1,994	1,951	1,649
1970	1,820	1,981	1,881	1,703
1971	1,751	1,797	1,829	1,697
1972	1,774	1,823	1,867	1,716
1973	1,844	1,892	1,955	1,784
1974	1,875	1,992	1,954	1,790
1975	1,938	2,011	1,994	1,883
1976	1,954	2,013	1,963	1,922
1977	2,029	2,097	2,033	1,998
1978	2,029	2,068	2,009	2,020
1979*	2,096	2,169	1,940	2,121
1980*	**2,174**	**2,223**	**2,012**	**2,212**

* Excludes Rock Island Railroad.

NET TON MILES PER TRAIN HOUR

Net ton-miles per train-hour, a statistic reflecting both the number of tons hauled and miles travelled during an average hour of a freight train's operation, averaged 39,867 in 1980. Beginning with 1979, the average is not precisely comparable with prior years due to an ICC definitional change requiring inclusion of terminal delay time in counting train hours.

Gross ton-miles per freight train-hour, including ton-miles of cars and their contents, but not including ton-miles of locomotives, averaged 80,548 in 1980.

	United States	Eastern District	Southern District	Western District
1929	10,580	12,245	8,596	9,568
1939	13,450	15,924	10,625	12,108
1944	17,623	18,971	14,920	17,470
1947	18,126	19,445	15,274	17,942
1951	21,760	22,757	18,786	21,956
1955	25,314	25,291	23,510	25,985
1966	34,750	32,924	32,709	37,125
1967	35,395	33,849	33,636	37,452
1968	36,091	34,303	32,793	38,990
1969	36,257	34,483	33,707	38,734
1970	36,578	35,082	32,593	39,564
1971	35,722	33,704	31,758	38,930
1972	35,436	31,763	30,745	40,382
1973	36,535	32,849	34,875	41,872
1974	37,258	33,340	35,334	40,706
1975	38,778	33,331	36,210	43,764
1976	39,274	32,373	35,528	45,879
1977	40,077	32,108	36,487	47,040
1978	39,305	30,534	35,789	46,003
1979*	35,967	24,573	34,714	44,981
1980*	**39,867**	**27,578**	**36,423**	**49,418**

* Excludes Rock Island Railroad.

AVERAGE DAILY CAR MILEAGE

Average daily freight car mileage in 1980 amounted to a record 60.2 miles per serviceable car on line, slightly higher than 1979.

Movement of 60.2 miles at an average freight train speed of 18.3 miles-per-hour, including stops, would consume 3 hours, 18 minutes, indicating that the average serviceable car in 1980 spent about 14 percent of its time in road trains, loaded or empty. The remainder of freight car time is consumed mainly in loading and unloading at shippers' plants, moving from place to place or standing idle within terminals, being classified and assembled into trains or standing idle during seasonal lulls in car demand.

	United States	Eastern District	Southern District	Western District
1929	34.4	31.6	37.2	37.2
1939	36.4	32.8	42.2	39.2
1944	51.9	44.8	54.7	59.9
1947	48.8	40.9	51.7	58.1
1951	47.2	38.3	49.9	57.2
1955	48.2	39.3	48.4	58.4
1966	53.0	42.8	49.5	64.9
1967	51.5	42.2	48.1	62.5
1968	53.5	41.6	52.2	66.6
1969	54.9	41.6	54.5	69.2
1970	54.6	41.2	51.2	70.4
1971	53.3	39.7	49.2	68.8
1972	56.1	41.3	52.1	72.2
1973	57.7	41.9	53.4	74.6
1974	57.4	41.9	54.2	73.4
1975	53.5	40.2	49.6	66.9
1976	56.6	41.1	51.9	72.3
1977	58.0	40.5	52.6	75.5
1978	59.2	39.2	54.3	77.2
1979*	60.0	41.5	53.8	76.9
1980*	**60.2**	**40.5**	**54.8**	**76.5**

* Excludes Rock Island Railroad.

TON MILES PER FREIGHT CAR DAY

The average serviceable freight car on the lines of Class I railroads in 1980 performed transportation service equivalent to moving one ton of freight a distance of 1,914 miles each day, a new record, and 2.3 percent higher than the previous high of a year earlier. The average for 1980 exceeds the average of 10 years ago by 35 percent.

The average ton-miles per car-day is the quotient of annual net ton-miles and average serviceable cars on line divided by the number of days in the year.

	United States	Eastern District	Southern District	Western District
1929	582	586	586	574
1939	610	613	671	588
1944	1,113	1,010	1,146	1,235
1947	1,057	956	1,111	1,170
1951	1,028	905	1,071	1,163
1955	1,000	885	1,022	1,125
1966	1,310	1,108	1,286	1,529
1967	1,271	1,094	1,264	1,455
1968	1,360	1,110	1,462	1,598
1969	1,426	1,124	1,555	1,694
1970	1,418	1,128	1,403	1,735
1971	1,373	1,051	1,310	1,726
1972	1,482	1,117	1,407	1,878
1973	1,621	1,193	1,522	2,070
1974	1,646	1,226	1,589	2,064
1975	1,510	1,155	1,427	1,860
1976	1,648	1,207	1,543	2,080
1977	1,753	1,221	1,639	2,258
1978	1,795	1,166	1,710	2,326
1979*	1,871	1,283	1,690	2,402
1980*	**1,914**	**1,269**	**1,724**	**2,457**

* Excludes Rock Island Railroad.

REVENUE TON MILES PER CAR LOADED

As reflected below, average ton-miles per loaded car have nearly quadrupled in the last 51 years, rising from 8,468 in 1929 to 40,628 in 1980. In the past decade alone, the average has risen by 44 percent. This significant efficiency improvement is due to the installation of larger, specialized freight cars, the retirement of smaller cars and a longer average haul.

	United States	Eastern District	Southern District	Western District
1929	8,468	8,925	7,352	8,288
1939	9,833	10,430	8,468	9,610
1944	16,984	16,053	15,510	18,707
1947	14,712	14,054	12,773	16,351
1951	15,966	14,871	13,661	18,284
1955	16,570	15,549	14,299	18,678
1966	24,926	22,648	21,408	28,857
1967	25,620	23,503	21,597	29,839
1968	26,335	23,947	21,004	31,606
1969	27,192	24,340	22,541	32,391
1970	28,159	25,267	23,050	33,622
1971	29,279	24,966	23,364	36,530
1972	29,755	25,694	23,312	36,908
1973	31,158	26,283	24,680	38,636
1974	32,500	28,011	25,623	40,279
1975	32,487	28,381	25,076	39,825
1976	33,852	28,252	26,001	42,725
1977	35,654	28,328	27,088	46,439
1978	36,741	27,489	27,526	48,518
1979	38,267	28,946	27,380	51,155
1980	**40,628**	**30,145**	**28,914**	**54,516**

RAILROAD LINE OWNED

There were approximately 184,500 miles of railroad lines in the United States on December 31, 1979. (Data for 1980 are not yet available). This represents the aggregate length of roadway of all line-haul railroads. It excludes yard tracks and sidings, but includes parallel lines. Jointly-used track is counted only once.

1929	249,433	1969	207,526
1939	235,064	1970	206,265
1944	227,335	1971	205,220
1947	225,806	1972	203,299
1951	223,427	1973	201,585
1955	220,670	1974	200,916
1964	212,603	1975	199,126
1965	211,925	1976	192,396
1966	211,107	1977	191,205
1967	209,826	1978	190,555
1968	208,648	**1979**	**184,500**

MILES OF TRACK OWNED

Total miles of railroad track in the United States, including multiple main tracks, yard tracks and sidings, owned by both line-haul and switching and terminal companies, came to about 300,000 in 1979, the latest year for which data are available.

1939	386,085	1969	338,795
1944	374,710	1970	336,332
1947	374,027	1971	334,932
1949	372,801	1972	331,129
1951	371,782	1973	328,625
1955	366,406	1974	327,285
1964	347,107	1975	324,156
1965	345,422	1976	312,770
1966	344,001	1977	310,800
1967	341,499	1978	309,700
1968	339,781	**1979**	**300,000**

Note: Subsequent to 1976, data in both tables include estimated mileage for railroads other than Class I. The sharp decline in 1979 is attributable primarily to exclusion of the Rock Island.

RAILROAD MILEAGE OPERATED BY STATES (1979)

The total miles of line shown below for 1979 represents mileage operated by Class I and Class II roads only. Data for Class III railroads are not available. Miles operated jointly by two or more railroads and two or more parallel tracks are not duplicated in this listing. Mileage of yard tracks and sidings are also excluded from these totals. Data for 1980 are not yet available.

Alabama	4,497	Montana	4,660
Alaska	550	Nebraska	4,903
Arizona	1,865	Nevada	1,564
Arkansas	2,749	New Hampshire	617
California	6,977	New Jersey	1,576
Colorado	3,413	New Mexico	1,964
Connecticut	664	New York	4,582
Delaware	269	North Carolina	3,640
Dist. of Col.	52	North Dakota	5,121
Florida	3,698	Ohio	7,320
Georgia	5,471	Oklahoma	3,860
Hawaii	—	Oregon	2,957
Idaho	2,567	Pennsylvania	7,248
Illinois	11,167	Rhode Island	143
Indiana	5,896	South Carolina	2,772
Iowa	5,805	South Dakota	2,829
Kansas	6,699	Tennessee	3,136
Kentucky	3,572	Texas	13,304
Louisiana	3,452	Utah	1,659
Maine	1,727	Vermont	384
Maryland	1,054	Virginia	3,511
Massachusetts	1,462	Washington	5,340
Michigan	4,411	West Virginia	3,513
Minnesota	6,983	Wisconsin	5,653
Mississippi	3,161	Wyoming	1,985
Missouri	5,902	**Total U.S.**	**188,304**

Source: Economics and Finance Dept., AAR.

LOCOMOTIVES IN SERVICE

Preliminary data indicate there were 28,663 locomotive units in service on Class I railroads at the close of 1980, an increase of 566 from a year earlier. Over 99 percent of the fleet were diesel-electric units. Of 12 steam locomotives remaining in operation, 10 were in narrow gauge operation on a western railroad. Locomotives owned and leased by Amtrak are included in the table below beginning in 1972—Auto-Train locomotives are included for the years 1974-1977.

The superiority of modern locomotive units over the older types replaced is illustrated by the fact that the railroads in 1980 handled more than double the revenue ton-miles that were handled 50 years ago with one-half the number of locomotive units. The aggregate horsepower of the fleet has increased from 52.6 million in 1970 to about 62 million in 1980.

Dec. 31	Total	Diesel electric units	Steam	Electric units	Other
1929	57,571	22	56,936	601	12
1939	42,511	510	41,117	843	41
1944	43,612	3,049	39,681	863	19
1947	41,719	5,772	35,108	821	18
1951	40,036	17,493	21,747	780	16
1955	31,429	24,786	5,982	627	34
1966	27,886	27,481	25	344	36
1967	27,687	27,309	21	321	36
1968	27,376	27,017	21	305	33
1969	27,033	26,714	21	276	22
1970	27,086	26,796	13	268	9
1971	27,189	26,897	13	250	29
1972	27,358	27,064	13	252	29
1973	27,790	27,540	12	238	—
1974	28,084	27,857	12	215	—
1975	28,210	27,985	12	213	—
1976	27,612	27,383	12	217	—
1977	27,667	27,450	12	205	—
1978	27,400	27,184	12	204	—
1979	28,097	27,922	12	163	—
**1980p	**28,663**	**28,483**	**12**	**168**	**—**

p—Preliminary.

Note: Units not self-powered are omitted after 1972. (Formerly reported under "Other.")

Data for 1980 are based on reports of Car Service Division, AAR, and Amtrak.

FREIGHT CARS

There were 1,710,827 freight cars in railroad service at the close of 1980, 0.6 percent more than a year earlier. Also, the aggregate capacity of the fleet continued to grow. (See page 51).

The sharp decline in Class I ownership in the past three years, and the increase in the number of cars for other railroads, is due, in part, to reclassifications.

The "car companies" category, which showed an 11.7 percent gain in 1980, includes such railroad subsidiaries as the Trailer Train Company and refrigerator car companies.

Total freight train car ownership of the railroads includes about 13,000 cabooses not shown in the totals below.

Dec. 31	Total	Class I railroads	Other railroads	Car companies and shippers
1929	2,610,662	2,277,505	46,178	286,979
1939	1,961,705	1,650,031	30,488	281,186
1944	2,067,948	1,769,578	27,434	270,936
1947	2,025,008	1,734,239	25,519	265,250
1951	2,046,600	1,752,430	25,448	268,722
1955	1,996,443	1,698,814	24,933	272,696
1966	1,826,499	1,488,115	35,626	302,758
1967	1,822,381	1,477,166	33,797	311,418
1968	1,800,375	1,453,883	30,688	315,804
1969	1,791,736	1,434,824	29,373	327,539
1970	1,784,181	1,423,921	29,787	330,473
1971	1,762,135	1,422,411	27,291	312,433
1972	1,716,937	1,410,568	22,749	283,620
1973	1,710,659	1,395,105	23,114	292,440
1974	1,720,573	1,375,265	25,977	319,331
1975	1,723,605	1,359,459	29,407	334,739
1976	1,699,027	1,331,705	34,452	332,870
1977	1,666,533	1,287,315	40,378	338,840
1978	1,652,774	1,226,500	68,881	357,393
1979	1,700,310	1,217,079	91,427	391,804
1980	**1,710,827**	**1,168,114**	**102,161**	**440,552**

Source: Earlier data for car companies and shippers from American Railway Car Institute and Official Railway Equipment Register; beginning in 1971, all data from Car Service Division, AAR.

TYPES OF FREIGHT EQUIPMENT

Total freight cars in service at the end of 1980 are shown below, separated by types as classified by the AAR's Car Service Division.

Compared with 1979, five car types showed increases, with the largest gain in the number of covered hopper cars, up 31,067 from a year earlier.

Type	Total	Class I railroads	Other railroads	Car companies and shippers
Box cars:				
Plain	251,420	180,565	45,051	25,804
Equipped ...	179,944	166,895	12,835	214
Covered hoppers	299,986	171,585	7,627	120,774
Flat cars	152,661	95,473	5,195	51,993
Refrigerator cars	79,370	62,604	3,426	13,340
Gondola cars ..	184,875	150,245	10,858	23,772
Hopper cars ...	347,867	313,979	13,914	19,974
Tank cars	183,989	2,203	89	181,697
Other freight cars	30,715	24,565	3,166	2,984
**Total	**1,710,827**	**1,168,114**	**102,161**	**440,552**

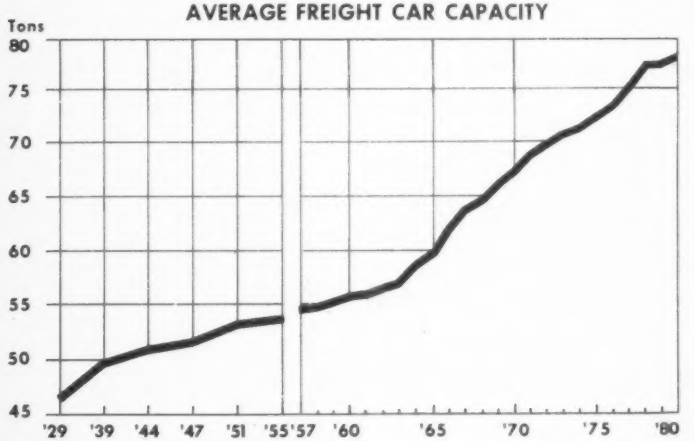
Source: Car Service Division, AAR.

AVERAGE FREIGHT CAR CAPACITY

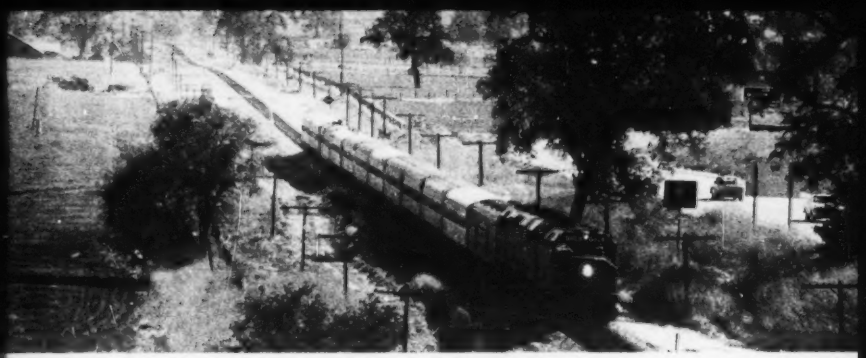
Annual gains in average carrying capacity of railroad freight cars, an unbroken trend since record-keeping began, have been especially pronounced in recent years. In 1980 the average advanced to about 78.5 tons at year-end. New cars installed in 1980 had an average capacity of 94 tons, compared with a 67-ton average for cars retired.

The aggregate capacity of the fleet was about 134 million tons at the end of the year, approximately 1.5 percent higher than 1979 and 12 percent higher than the capacity of a decade ago.

	Tons		Tons
1929	46.3	1970	67.1
1939	49.7	1971	68.4
1944	50.8	1972	69.6
1947	51.5	1973	70.5
1951	52.9	1974	71.6
1955	53.7	1975	72.9
1965	59.7	1976	73.8
1966	61.4	1977	75.5
1967	63.4	1978	76.9
1968	64.3	1979	77.7
1969	65.8	**1980p**	78.5



NOTE: Average for 1980 from Car Service Division, AAR.



PASSENGER TRAIN CARS

There were 4,241 passenger-train cars in service at year-end 1979 including equipment owned by Amtrak. The sharp drop shown below for 1976 is attributable primarily to the return of leased cars by the Conrail predecessor roads to SEPTA and other commuter authorities that do not report to the Interstate Commerce Commission and to the scrapping of a number of old cars that were conveyed to Conrail. Ownership figures for 1980 are not yet available.

Dec. 31	United States	Pullman Company — Amtrak*	Eastern District	Southern District**	Western District
1929 ...	61,728	9,469	27,001	6,961	18,297
1939 ...	45,479	7,052	21,042	4,589	12,796
1944 ...	46,558	8,751	21,314	4,517	12,006
1947 ...	44,841	6,071	21,680	4,657	12,433
1951 ...	42,406	6,276	20,197	4,372	11,561
1955 ...	36,871	4,776	17,748	3,816	10,531
1966 ...	20,016	1,248	9,807	2,623	6,338
1967 ...	18,610	1,021	9,324	2,501	5,764
1968 ...	15,384	765	8,116	2,129	4,374
1969 ...	12,426	—	6,683	1,878	3,865
1970 ...	11,177	—	6,254	1,524	3,399
1971 ...	8,713	1,165	5,321	700	1,527
1972 ...	7,589	1,571	4,107	630	1,281
1973 ...	7,189	1,777	3,729	546	1,137
1974 ...	6,848	1,848	3,467	502	1,031
1975 ...	6,471	1,913	3,128	416	1,014
1976 ...	5,478	2,062	1,975	492	949
1977 ...	5,512	2,154	1,947	501	910
1978 ...	4,493	2,084	1,226	300	883
1979 ...	**4,241**	**2,026**	**1,252**	**210**	**753**

* Pullman Company cars from 1929 through 1968; Amtrak cars beginning in 1971.

** Includes Auto-Train for years 1972-1977.

NEW AND REBUILT EQUIPMENT

Additions to the locomotive and freight car fleets remained at a high level in 1980—1,780 and 86,628, respectively, although somewhat below the heavy installations of 1979.

In addition to equipment purchased, built or leased by Class I railroads, the table below includes freight cars acquired by other railroads and by "private" owners. The private category includes shippers and car companies, some of the latter being railroad-owned.

Passenger-train cars and locomotives installed by Amtrak are included beginning in 1972—Auto-Train for years 1972-1977.

	Locomotive units		Freight cars		Passenger-train cars	
	New	Rebuilt	New*	Rebuilt*	New	Rebuilt
1953	2,141	26	80,887	1,392	329	21
1954	1,126	8	35,574	2,159	351	20
1955	1,097	22	37,314	5,416	412	10
1956	1,210	37	66,880	4,593	391	4
1957	1,015	10	99,502	2,589	232	3
1958	346	81	42,621	4,075	143	7
1959	855	88	37,720	8,204	66	—
1960	389	61	56,797	1,275	251	2
1961	288	2	31,501	2,521	214	6
1962	764	23	36,454	3,268	304	54
1963	834	2	44,804	3,295	156	230
1964	1,071	—	69,051	13,936	399	117
1965	1,387	16	77,707	11,825	666	81
1966	1,419	6	89,899	15,954	113	56
1967	1,109	—	82,828	17,086	146	22
1968	978	4	55,964	12,604	65	38
1969	1,158	83	68,717	6,944	240	25
1970	1,029	64	65,881	9,255	302	16
1971	1,179	97	55,046	5,587	281	—
1972	1,377	200	47,322	2,661	334	13
1973	1,210	174	58,634	536	83	9
1974	1,131	264	66,798	611	85	15
1975	802	38	72,039	1,953	265	7
1976	488	79	52,323	1,307	349	9
1977	820	172	51,639	2,178	153	5
1978	1,224	154	67,440	1,334	43	1
1979	1,719	259	95,650	882	99	17
1980p ...	**1,498**	**282**	**85,465**	**1,163**	**n.a.**	**n.a.**

* All railroads and "private" car owners (see text).
n.a.—Not available
p—Preliminary.

Source: Freight car data from American Railway Car Institute and Car Service Division, AAR. Locomotive data for 1980 from Car Service Division and Amtrak.

NEW RAIL LAID

In 1979, the latest year for which data are available, Class I railroads laid 1,064,827 tons of new rail in replacement and in additional tracks, the highest year since 1953.

The aggregate tonnage laid in the past decade totaled 7.5 million.

(Tons of rail)

1929	2,281,316	1969	574,918
1939	991,896	1970	548,505
1944	1,772,810	1971	648,625
1947	1,639,746	1972	675,796
1951	1,281,850	1973	698,506
1955	963,350	1974	708,362
1964	383,311	1975	537,537
1965	445,863	1976	802,441
1966	605,338	1977	952,144
1967	470,659	1978	838,714
1968	546,859	**1979**	**1,064,827**

CROSSTIES LAID

A total of 26.7 million crossties were installed by Class I railroads in previously constructed tracks and in additional tracks, new lines and extensions in 1979. More than 20 million ties have been installed in eight of the last ten years shown below.

Less than one-half of one percent of the total installed in 1979 were other than wooden ties.

The heavy annual tie installations prior to 1950 reflect, in part, the use of a large number of untreated ties which have a much shorter life span than the treated ties installed in recent years.

(Thousands of ties)

1929	81,964	1969	20,088
1939	46,410	1970	19,611
1944	51,259	1971	22,777
1947	40,206	1972	22,251
1951	32,457	1973	19,893
1955	27,173	1974	21,175
1964	16,546	1975	20,548
1965	16,982	1976	27,002
1966	17,699	1977	27,270
1967	17,458	1978	27,228
1968	19,006	**1979**	**26,667**

RAILROAD INVESTMENT—NET

In 1978, the ICC redefined net investment to include average net investment in road and equipment, less interest during construction and debits in other elements of investment, plus working capital computed from the formula used in determining rail freight service costs (Rail Form A).

Under the old method shown below for prior years, the total investment figure included investment after depreciation and amortization, plus cash and materials and supplies.

Leases capitalized under F.A.S.B. No. 13 are included beginning in 1977.

The decline in 1976 was attributable principally to reclassifications and to investment reductions resulting from the restructuring of eastern bankrupt roads.

(Amounts shown in thousands)

Dec. 31	United States	Eastern District	Southern District	Western District
1929 ...	$23,868,075	$10,633,632	$3,190,306	$10,044,136
1939 ...	23,016,835	10,520,217	2,910,018	9,586,600
1944 ...	23,396,922	10,332,156	3,074,808	9,989,958
1947 ...	22,891,188	10,191,186	2,993,770	9,706,232
1951 ...	25,518,512	11,196,268	3,404,261	10,917,983
1955 ...	26,851,343	11,474,847	3,634,361	11,742,136
1966 ...	27,322,220	10,977,848	4,207,863	12,136,510
1967 ...	27,732,601	11,028,352	4,307,416	12,396,833
1968 ...	27,667,726	10,861,637	4,360,205	12,445,884
1969 ...	27,891,688	10,896,116	4,525,411	12,470,161
1970 ...	28,186,077	10,855,043	4,705,326	12,625,707
1971 ...	28,096,047	10,636,936	4,859,179	12,599,932
1972 ...	27,735,595	10,435,001	4,865,803	12,434,790
1973 ...	27,979,177	10,286,938	5,020,501	12,671,738
1974 ...	28,854,835	10,225,236	5,356,525	13,273,074
1975 ...	29,739,673	10,403,250	5,523,517	13,812,906
1976 ...	26,925,751	7,144,181	5,612,812	14,168,758
1977 ...	28,222,310	7,570,352	5,898,607	14,753,351
1978 ...	28,793,794	7,483,206	5,935,720	15,374,868
1979 ...	30,271,087	7,820,968	6,257,486	16,192,633
1980 Est.	**31,760,000**	**8,225,000**	**6,705,000**	**16,830,000**

CAPITAL EXPENDITURES

Record capital expenditures by Class I railroads in 1980 totaled $3.6 billion, 8.9 percent higher than the previous high set in 1979. In every year since 1962, capital outlays have exceeded internally-generated funds as shown on page 21.

In addition to the amounts reported as invested by the Class I railroads, about $2.5 billion were spent for railroad equipment by leasing companies and by "private" companies, including railroad subsidiaries classed as private car lines. Also not included below are capital expenditures of $465 million by Amtrak.

(Amounts shown in thousands)

	Total	Equipment	Roadway and structures
1953	$1,259,797	$ 857,893	$401,904
1954	820,246	498,726	321,520
1955	909,521	568,202	341,319
1956	1,227,857	821,357	406,500
1957	1,394,705	1,007,749	386,956
1958	738,036	479,680	258,356
1959	818,002	567,546	250,456
1960	919,154	633,490	285,664
1961	646,425	427,130	219,295
1962	832,938	593,369	239,569
1963	1,043,788	784,874	258,914
1964	1,417,263	1,139,683	277,580
1965	1,630,687	1,303,602	327,084
1966	1,952,805	1,554,223	398,581
1967	1,522,478	1,148,381	374,097
1968	1,186,979	818,720	368,259
1969	1,509,394	1,088,712	420,681
1970	1,351,439	993,095	358,344
1971	1,177,627	863,517	314,110
1972	1,215,581	847,623	367,958
1973	1,342,138	892,690	449,448
1974	1,565,412	1,038,142	527,270
1975	1,789,725	1,303,308	486,417
1976	1,724,708	1,174,783	549,925
1977	2,290,439	1,539,549	750,890
1978	2,738,238	1,882,961	855,277
1979	3,324,174	2,284,855	1,039,319
1980	**3,621,256**	**2,346,008**	**1,275,248**

EMPLOYMENT, PAYROLL AND EARNINGS

The average number of employees on all Class I railroads in 1980 declined 5 percent from 1979 levels, partially due to the liquidation of the Rock Island Railroad in the Western District, and partially due to depressed traffic levels in the East.

Excluding Amtrak and Auto-Train, employment has declined 19 percent over the past decade while earnings per employee increased by 144 percent resulting in a 98 percent increase in annual payrolls.

	Number of employees[1]	Number of employees[2]	Compensation[2] (thousands)	Earnings per employee[2] Per year	Earnings per employee[2] Per hour
1929		1,660,850	$2,896,566	$ 1,743	$ .67
1939		987,943	1,863,503	1,886	.75
1944		1,413,672	3,853,345	2,726	.96
1947		1,351,961	4,350,229	3,218	1.20
1951		1,276,000	5,336,198	4,182	1,79
1955		1,058,216	4,993,662	4,719	1.99
1965		639,961	4,793,066	7,490	3.06
1966		630,895	4,879,273	7,734	3.17
1967		610,191	4,933,663	8,085	3.36
1968		590,536	5,110,636	8,654	3.54
1969		578,277	5,362,754	9,274	3.79
1970*		566,282	5,711,280	10,086	4.14
1971*	544,497	544,333	5,999,968	11,023	4.60
1972	527,235	526,061	6,424,920	12,213	5.03
1973	524,422	520,153	7,088,383	13,627	5.54
1974	533,277	525,177	7,475,834	14,235	5.84
1975	494,348	487,789	7,474,750	15,324	6.39
1975*	496,491	482,882	8,278,413	17,144	7.09
1977	501,389	482,731	8,939,411	18,518	7.66
1978*	491,254	471,519	9,700,565	20,573	8.43
1979	502,802	482,789	10,903,887	22,585	9.22
1980	**480,410**	**458,994**	**11,318,453**	**24,659**	**10.21**

* Adjusted to include retroactive wage increases.

[1] Includes employees of Amtrak beginning in 1971; Auto-Train for years 1972-1977.

[2] Excludes Amtrak and Auto-Train.

EMPLOYMENT AND ANNUAL WAGES by Classes—1980

Wages of train and engine service employees accounted for 35 cents of the average wage dollar paid in 1980 by Class I railroads, excluding Amtrak. Wages of maintenance workers took 36 cents, office and general personnel got 18 cents, off-train transportation employees received 6 cents, while salaries of executives, officials and staff assistants amounted to 5 cents of the payroll dollar.

Employee group	Average number of employees	Total payroll (thousands)	Average annual earnings
Executive, officials and staff	17,328	$ 618,143	$35,673
Professional, clerical and general	92,780	2,038,830	21,975
Maintenance of way and structures	84,390	1,796,675	21,290
Maintenance of equipment and stores	99,614	2,204,646	22,132
Transportation, other than train, engine and yard	20,762	496,547	23,916
Yardmasters, switchtenders and hostlers	8,379	213,410	25,470
Train and engine service	135,741	3,950,202	29,101
Total	458,994	11,318,453	24,659

RAILROAD EMPLOYMENT BY STATES—1979

The following tabulation of railroad employment by states for 1979 covers not only the employees of Class I line-haul railroads but also the 8,831 employees of Class II roads, the 20,013 employees of Amtrak, and 716 employees of the government-owned Alaska Railroad. Employees of Class III railroads, including all switching and terminal companies, are not included.

The employment figures for 1980 are not yet available.

Alabama	7,271	Montana	7,090
Alaska	716	Nebraska	16,241
Arizona	3,318	Nevada	1,609
Arkansas	6,888	New Hampshire	430
California	31,399	New Jersey	7,844
Colorado	6,888	New Mexico	2,967
Connecticut	3,377	New York	25,946
Delaware	1,810	North Carolina	6,828
Dist. of Col.	2,464	North Dakota	3,268
Florida	10,507	Ohio	29,385
Georgia	13,673	Oklahoma	4,173
Hawaii	—	Oregon	7,039
Idaho	3,419	Pennsylvania	38,867
Illinois	42,194	Rhode Island	704
Indiana	14,597	South Carolina	3,909
Iowa	9,204	South Dakota	1,207
Kansas	14,481	Tennessee	10,458
Kentucky	15,889	Texas	28,794
Louisiana	7,693	Utah	4,575
Maine	2,209	Vermont	319
Maryland	8,698	Virginia	13,883
Massachusetts	4,935	Washington	10,056
Michigan	16,010	West Virginia	8,698
Minnesota	14,491	Wisconsin	10,475
Mississippi	4,123	Wyoming	4,173
Missouri	16,302	**Total**	**511,494**

INDEXES OF CHARGE-OUT PRICES AND WAGE RATES

The average cost of materials used in 1980 increased by 30.9 percent over 1979. Wage rates, including supplements, increased by 9.1 percent and the combined material and wage index was up 15.7 percent.

Fuel prices alone rose by 50 percent in 1980 and have increased ninefold since 1967.

Year	Charge-out prices[a] (Average 1967 = 100)			Wage rates[b] (all employees)		Material prices and wage rates combined	
	Fuel (coal and oil)	Other materials and supplies	All materials (including fuel)				
	1	2	3	4[c]	5[d]	6[c]	7[d]
1956	100.9	84.6	88.3	64.4	58.5	69.0	63.4
1957	109.0	89.2	93.9	69.2	63.4	73.9	68.5
1958	100.7	90.7	93.0	74.6	68.6	78.0	72.6
1959	103.0	92.6	95.1	77.5	71.7	80.7	75.5
1960	98.4	94.1	95.1	79.5	74.3	82.2	77.6
1961	100.4	94.2	95.6	81.4	77.1	83.9	80.0
1962	99.6	93.6	94.9	83.3	79.4	85.4	81.9
1963	99.1	93.4	94.6	84.2	80.2	86.1	82.6
1964	93.3	94.2	94.0	86.3	82.8	87.7	84.6
1965	95.6	94.9	95.0	90.9	88.9	91.6	89.9
1966	97.2	96.5	96.6	93.9	92.9	94.3	93.5
1967	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1968	103.5	102.6	102.7	105.1	106.3	104.7	105.7
1969	106.7	105.5	105.8	112.2	113.6	110.9	112.3
1970*	110.5	109.4	109.7	122.7	125.6	120.2	123.0
1971*	114.6	113.5	113.7	136.8	139.4	131.2	133.7
1972	117.1	118.7	118.1	149.5	153.4	141.8	145.6
1973	136.5	122.9	126.7	164.4	173.9	155.2	163.5
1974	272.0	142.1	178.9	173.4	189.1	174.7	186.8
1975*	321.9	190.2	227.2	190.8	207.1	202.2	212.6
1976	350.1	203.2	244.5	210.7	232.0	221.3	235.4
1977	389.6	217.2	265.3	227.3	251.6	239.2	255.4
1978*	406.9	230.6	279.9	250.0	276.5	259.4	277.4
1979	606.4	252.5	347.8	273.2	303.8	296.5	315.9
1980	**908.8**	**291.4**	**455.1**	**301.6**	**331.4**	**349.6**	**365.4**

a—Reflects original purchase price of materials consumed.
b—Reflects average rate of straight-time hourly pay.
c—Excludes wage supplements.
d—Includes wage supplements (payroll taxes, health and welfare, and other allowances).
* Wage indices for 1970, 1971, 1975 and 1978 include retroactive wage increases paid in 1971, 1972, 1976 and 1979 respectively.

DIESEL FUEL CONSUMPTION AND COST

Class I railroads consumed an estimated 4.1 billion gallons of fuel in 1980, 0.4 percent higher than in 1979. The West recorded the greatest increase, due, in part, to heavy coal traffic.

In terms of fuel economy, both industry and independent studies indicate that railroads are 3 to 4 times more energy efficient than regulated common carrier trucks.

The average cost per gallon was 82 cents in 1980, up 41.7 percent over 1979. By the end of the year, inflation had pushed the average price to 92 cents, a 140 percent increase over the level of January 1, 1979. Increases continued to persist in 1981 and by April 15 the cost per gallon had risen to $1.04.

(Gallons consumed shown in thousands)

	FUEL CONSUMED				Average cost per gallon (cents)
	United States	Eastern District	Southern District	Western District	
1953 ...	2,980,007	1,034,582	481,205	1,464,221	9.69
1957 ...	3,535,849	1,260,582	549,518	1,725,749	10.25
1961 ...	3,382,016	1,158,466	537,814	1,685,734	9.27
1964 ...	3,630,332	1,207,586	595,363	1,827,383	8.84
1965 ...	3,742,370	1,265,915	607,622	1,868,833	9.10
1966 ...	3,925,431	1,315,696	635,903	1,973,832	9.19
1967 ...	3,888,821	1,295,801	640,476	1,952,544	9.61
1968 ...	3,922,492	1,290,356	650,144	1,981,991	9.94
1969 ...	3,924,055	1,225,742	663,793	2,034,519	10.17
1970 ...	3,807,663	1,130,924	674,017	2,002,724	10.73
1971 ...	3,822,907	1,231,596	666,713	1,924,599	10.88
1972 ...	3,996,985	1,197,874	688,271	2,110,840	10.97
1973 ...	4,160,730	1,192,481	727,088	2,241,161	13.49
1974 ...	4,175,375	1,187,551	775,771	2,212,053	26.59
1975 ...	3,736,484	1,060,814	657,305	2,018,365	30.00
1976 ...	3,895,542	1,071,391	690,561	2,133,591	32.38
1977 ...	3,985,069	1,037,533	727,841	2,219,696	36.38
1978 ...	3,968,007	976,233	722,816	2,268,958	37.90
1979 ...	4,072,187	1,014,686	731,528	2,325,974	57.58
1980e ..	**4,090,000**	**960,000**	**750,000**	**2,380,000**	**81.60**

e—Estimated.

STATISTICS OF NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Item	1980*p*	1979
PLANT AND EQUIPMENT:		
Net investment*	$2,048,730,000	$1,563,441,000
Passenger-train cars	1,957	2,026
Locomotive units	431	437
Average Miles of Road Operated	23,940	26,555
Capital Expenditures	$ 464,946,000	$ 257,256,000
TRAFFIC:		
Passenger revenue*	$ 368,240,000	$ 320,956,000
Revenue passengers carried	20,783,264	21,491,758
Revenue passenger-miles (000)	4,503,192	4,867,240
Averages		
Revenue per passenger	$17.72	$14.93
Revenue per passenger mile	8.177¢	6.594¢
Trip per passenger (miles)	216.67	226.47
OPERATIONS:		
Passenger-train miles	29,487,000	31,379,000
Passenger-train car-miles	234,844,000	255,129,000
FINANCIAL RESULTS*		
Operating revenues	$ 453,513,000	$ 398,419,000
Operating expenses	1,081,239,000	905,259,000
Net railway operating income	(726,476,000)	(599,484,000)
Ordinary income**	(108,528,000)	(20,911,000)
Net working capital	(2,498,000)	6,980,000

p—Preliminary

(Parentheses indicate deficit.)

* Not included with similar data for Class I railroads.

** Ordinary income in both years reflects the inclusion of Federal grants in other income.

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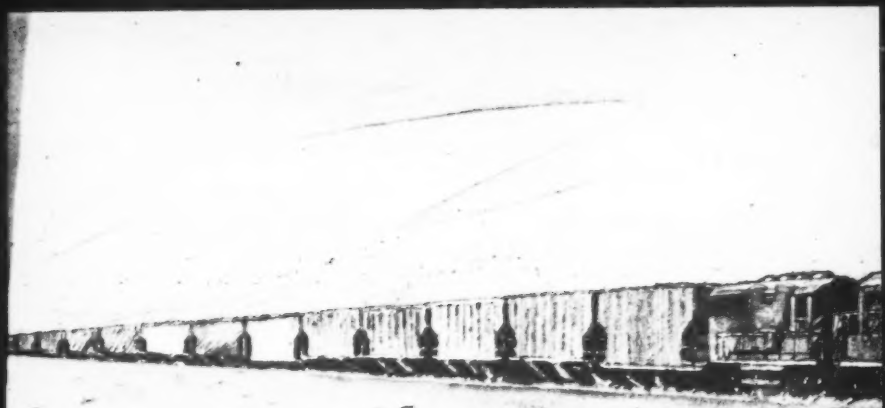

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